

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3785. VOL CXXXIX

SATURDAY, NOVEMBER 4, 1911.

With Olympia Automobile Exhibition Supplement. SIXPENCE.

*The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.*



AN ARAB CHILD GIVING EVIDENCE AGAINST THE ARAB CAVASS WHO MURDERED AN ITALIAN OFFICER: THE INTERPRETER INTERROGATING THE GIRL IN THE PRESENCE OF THE PRISONER, AT THE DRUM-HEAD COURT-MARTIAL.

As we note under other Illustrations dealing with the same subject, an Arab cavass of the German Consulate ran out and killed an Italian officer, who lay on the ground in front of the building, having been stabbed by another Arab. The cavass was surrendered to the

authorities, tried by drum-head court-martial, and, within ten minutes, shot on the sea-shore. The photograph shows the interrogation of a little Arab girl who witnessed the crime. She gave evidence, in the presence of the prisoner, much against her will.

AFTER A PHOTOGRAPH BY C.N.

## HARWICH ROUTE TO THE CONTINENT

ACCELERATED AND IMPROVED SERVICES.

Via **HOOK OF HOLLAND** Daily, British Royal Mail Route.  
Liverpool Street Station, dep. 8.30 p.m. Corridor Vestibule Train,  
with 1st and 2nd Class Dining and Breakfast Cars; heated in winter by  
steam.  
Through Carriages and Restaurant Cars from and to the Hook of  
Holland alongside the steamers.

London to Pekin in 14 Days, Tokio, 16 Days.  
Turkish Steamers only on the Hook of Holland Service.

Via **ANTWERP** for Brussels, Liverpool St. Station, dep. 8.40 p.m.,  
every week-day. Corridor Vestibule Train with 1st and 2nd Class  
Dining and Breakfast Cars; heated in winter by steam.

No supplementary charge for seats in the Dining or Breakfast Cars.

WIRELESS TELEGRAPHY and SUBMARINE SIGNALING  
on all Great Eastern Railway Steamers.

Via **ESBJERG** for Denmark, Norway and Sweden, by the Danish Royal  
Mail Steamers of the Forenede Line of Copenhagen, Mondays,  
Wednesdays, Fridays, and Saturdays. Liverpool Street Station,  
dep. 7.14 p.m. Dining and Restaurant Cars.

Via **HAMBURG** by the General Steam Navigation Company's steamers  
"Peregrine" and "Hirondelle," every Wednesday and Saturday.  
Liverpool Street Station, dep. 8.40 p.m. Corridor Train with 1st and  
2nd class Dining and Breakfast Cars; heated in winter by steam.

Corridor Vestibule Train with 1st and 2nd Class Dining and Breakfast Cars, heated  
in winter by steam, every week-day, from and to York. Through Corridor Carriages from  
and to Liverpool, Warrington, Manchester, Sheffield, Bradford (Exchange), Leeds,  
Birmingham, and Rugby.

The Trains to Parkston Quay, Harwich, RUN ALONGSIDE THE  
STEAMERS, and land-luggage is taken on board free of charge.

Particulars of the Continental Traffic Manager, Great Eastern Railway, Liverpool  
Street Station, London, E.C.

## ENGLAND'S SUNNY SOUTH.

BRIGHTON in 60 MINUTES THE "SOUTHERN BELLE," PULLMAN  
LIMITED EXPRESS, leaves Victoria every Week-day at 11.0 a.m. and 3.10 p.m.  
and on Sundays at 11.0 a.m. and 6.30 p.m.

Single Ticket 6s. 6d. Day Return Ticket 12s.  
EASTBOURNE in 1½ HOURS EVERY SUNDAY by Pullman Limited, from  
Victoria 10.45 a.m. Returning at 5.15 p.m. Fares, 12s. 6d. Day Return 12s. 6d.  
Frequent Fast Trains (1st, 2nd, 3rd Class and Week-End Cheap Tickets from  
Victoria, London Bridge and Kensington (Addison Rd.).

TO BRIGHTON HOVE WORTHING	Trains, Week-days, to Brighton from Victoria 9.0, 10.5, 11.0, 11.40 a.m., 1.0 (Sat. only), 1.55, 2.10, 3.40, 4.15, 5.45, 6.35, 7.15, 8.20, 9.50, 10.30 a.m. and 12.5, midday; also from London Bridge 9.7, 10.50, 11.50 a.m., 1.20 (Sats. only), 2.0, 4.0, 5.0, 5.50, and 7.00 p.m.
LIVIES EASTBOURNE BEXHILL ST. LEONARDS HASTINGS	Trains leave Victoria at 8.0 & 10.0 a.m., 12.0, 1.25, 2.30, 3.55, 4.45 & 5.50 p.m. Brighton 9.50 and 11.50 a.m., 1.15, 2.0, 4.0, 5.5, 7.0 and 9.15 p.m. Week-days. Trains to Lewes and Eastbourne only from Victoria 11.15 a.m., 4.35, 5.45 (not Sats.), & 7.45 p.m. Week-days.
LITTLEHAMPTON BOGNOR PORTSMOUTH SOUTHSEA ISLE OF WIGHT	Trains leave Victoria 8.55, 10.35, 11.35 a.m., 1.40, 3.55, 4.53, & 7.30 p.m.; London Bridge 10.25, 11.20 a.m., 1.50, 4.0, 4.50, 6.08 p.m. Week-days.

\* Not to Isle of Wight.

Details of Supt. of Line, L. R. & S. C. R., London Bridge.

## VERNET-LES-BAINS.

"PARADISE  
OF THE  
PYRENEES,"  
FRANCE.

A delightful Autumn and Winter Spa. Sunny, dry  
climate. Hot Sulphur Springs. Treatment for  
Rheumatism, Gout, Sciatica, Complexion, Bron-  
chitis, Paralysis, Modern Hotels; Furnished Villas;  
Casino; Good Club, with English Billiards; Ladies'  
Rooms, Orchestra, &c. Illustrated brochure from—  
Messrs. F. & E. KIRCHLE, Vernet-les-Bains.

£6 16 6.

SKI-ING, SKATING, TOBOGGANING, &c.

Tours £6 16 6 and upwards. 30 Hotels. 3000 Beds.

ALPINE SPORTS, Ltd., 5, Endsleigh Gardens, N.W.

## WELLINGTON HOUSE.

BUCKINGHAM GATE, S.W.

The Ideal Residential Hotel.

A delightful combination of Hotel Life and Private Flats. Self-contained  
Single and Double Rooms for LONG or SHORT  
PERIODS. Recherche Restaurant, Magnificent Public Rooms,  
VALEING, attendance, light, baths inclusive. No extra charges.  
Telephone: Victoria 2341. W. M. NIPPGER, General Manager.

## FAMILY OF A SUPERIOR WILLING IN ERFURT.

Thun can Forest, is willing to receive an English lady, aged between 15 and 18,  
who desires to learn German, in lonely position. Central heating. Bath in the house.  
Price Mark 100 per month, including washing. Please apply to—  
A.E. 1934, c/o RUDOLF MOSSE, ERFURT (Germany).

## HIS MAJESTY'S THEATRE.

Proprietor, Sir Herbert Beerhohn Tree.

EVERY EVENING, at 8, Shakespeare's

MACBETH.

Herbert Tree.

Arthur Boucher.

Violet Vanbrugh.

MATINEE EVERY SATURDAY, at 2.

## TERMS OF SUBSCRIPTION

"THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

INLAND.	Twelve Months including Christmas Number, £1 9s. 3d. Six Months, 10s. 6d. including Christmas Number, 10s. 6d. Three Months, 7s. 6d. including Christmas Number, 8s. 3d.
CANADA.	Twelve Months including Christmas Number, £1 12s. 6d. Six Months, 10s. 6d. including Christmas Number, 10s. 6d. Three Months, 7s. 6d. including Christmas Number, 8s. 3d.
ELSEWHERE.	Twelve Months including Christmas Number, £2 Six Months, 10s. 6d. including Christmas Number, £1 1s. Three Months, 7s. 6d. including Christmas Number, 12s. 3d.

Subscriptions must be paid in advance, direct to the Publishing Office, 17, Strand, in  
English money, by cheque, crossed to the order of The Illustrated London News, Ltd.,  
or by Post Office Order, payable at the East Strand Post Office, to THE ILLUSTRATED  
LONDON NEWS AND SKETCH, 17-19, Strand, London, W.C.

## NOTE TO CONTRIBUTORS.

It is particularly requested that all SKETCHES and PHOTO-  
GRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially  
those from abroad, be marked on the back with the name  
and address of the sender, as well as with the title of the  
subject. All Sketches and Photographs used will be paid  
for. The Editor cannot assume responsibility for MSS.,  
for Photographs, or for Sketches submitted.

## THE MANCHUS AND THE CHINESE: A COMPARISON.

THE Manchus were an obscure tribe of Tartars in-  
habiting territory on the north-east of China, until  
the appearance of their famous chieftain, Nurhachu  
(1559-1626). His chief feat was the consolidation of  
the petty tribes around him into something like a nation.  
At that time the Manchus had no written language;  
they were a simple race of hardy hunters, who shot well  
with the bow and bred good horses, which they sold to  
the Chinese together with the valuable skins of animals  
killed in the chase. Nurhachu provided his countrymen  
with a written language based upon the Mongolian  
script, itself based upon Ougour, which had in turn been  
based upon Syriac, all these being written vertically  
instead of horizontally, so as to be uniform with Chinese.

Ever since the second century B.C., the Tartars ge-  
nerally had always been a source of trouble to the Middle  
Kingdom, and the Manchus were no exception to the  
rule. By 1629, Nurhachu's fourth son, who had suc-  
ceeded his father, was pressing on Peking, and in 1635  
he called himself Emperor of China. But it was not  
until 1644 that the latter's ninth son actually seated him-  
self on the so-called Dragon Throne, and became the  
founder of the present dynasty. The Ming dynasty, its  
predecessor, the Emperors of which were of pure Chinese  
blood, had ruled China for some three hundred years,  
during which period glorious achievement gradually gave  
place to corruption and vice, and, as usual, rebellion raised  
its head. The Manchus, against whom the Chinese  
had been fighting at the time, were invited to assist in  
crushing the rebels. They found that the Ming Emperor  
had committed suicide, and promptly seized the throne,  
with the connivance of a famous Chinese General, who  
exact the following conditions—

1. No Chinese women to be taken into the Imperial seraglio.
2. No Manchu to be allowed to graduate as "Senior Classic."
3. The Manchu costume to be universally adopted for men, except as burial-clothes.
4. Chinese women to retain their own dress and to continue to bind their feet.

Clause 1 was a bar to possible complications. As  
to Clause 2, the public examinations for Manchus and  
Chinese have always been conducted in a sense favour-  
able to the former, the less intellectual race. Clause 3  
provoked great opposition, inasmuch as the adoption of  
the queue was involved, a form of coiffure hitherto  
unknown to the Chinese. It was most strenuously  
resisted in the far south. The "buttons," or small  
globes of precious stones and gold, worn at the top  
of the official hat to indicate rank, were introduced by  
the Manchus; also the peacock's feather worn at the  
back of the hat, which is a badge of merit conferred by  
the Emperor, and has one, two, or three eyes, according  
to the merit of the wearer. The coveted yellow Riding  
Jacket dates only from 1855, when the Emperor drew off  
his jacket and placed it on the shoulders of his great  
minister and general, father of the late Marquis Tseng.

By Clause 4, foot-binding was perpetuated. The  
greatest and most powerful of the Manchu Emperors  
issued an edict forbidding the practice; but the Chinese  
people obey only such edicts as they approve, and after  
four years it was withdrawn.

Thus the general appearance of the Chinese woman  
is quite distinct from that of the Manchu woman, even to  
the fashion of arranging the hair. There are also some  
slight variations to be noticed by close observers in the  
dress of the men; shops advertise different articles of  
clothing, and even restaurants provide separate bills-of-  
fare, for Manchus and Chinese. Intermarriage between  
the two races was forbidden—a necessary precaution, in  
spite of the fact that each hated and despised the other;  
the Chinese, of course, hated their conquerors who  
preyed upon them, and the Manchus despised their then  
nervous and decadent opponents. Still, cases of inter-  
marriage are not altogether unknown.

The Manchus are further distinguished from the  
Chinese by the fact that they do not use their family or  
surnames, which belong rather to the clan than to the  
individual; but in order to conform to the requirements  
of Chinese life, the personal name is made to do duty  
instead. Foreigners distinguish Chinese from Manchu  
names by a certain disposition of hyphens. Thus,  
Li Hung-chang is at once seen to be the name of a  
Chinese, the surname Li being isolated from the per-  
sonal name Hung-chang. Jui-lin and Na-tung are by  
the same system recognised as the names of Manchus.

Every Manchu is arranged under a Banner of a  
certain colour, eight in all; and all Bannermen are  
called upon to perform certain duties, for which they  
receive a regular allowance, which is supposed to be a  
living wage; also, no Manchu may be absent from his  
Banner without special leave. A large portion of Peking  
is called the Tartar city, and is theoretically reserved  
for Manchus: there are really two walled cities, with a  
dividing-wall between them. The two populations are  
kept very much apart, for the simple reason that the  
Manchus bully the Chinese, as by taking things from  
hawkers without payment, etc., etc.

The means adopted by the Manchus to retain the  
empire when they had once got it have so far proved  
sufficiently effective. Manchu garrisons were stationed  
at a number of the most important points throughout the  
empire, and placed under the control of Tartar generals—  
to preserve the usual title—who, strictly speaking, rank  
with, but before, the Viceroy of Provinces. The Tartar  
general at Canton, recently killed by a bomb, was one  
of these; and the 800 Manchus at Wuchang, said to  
have been massacred by the revolutionaries, were proba-  
bly for the most part descendants of the original  
garrison of some 270 years ago.

When the Manchus finally established themselves in  
power Manchu became the language of the Court, and  
all State papers were written in Manchu and accom-  
panied by a version in Chinese. But Chinese has gradu-  
ally ousted Manchu. There is no Manchu literature to  
speak of, beyond translations of the Confucian Canon  
and of certain important histories.

## PARLIAMENT.

UNDER the guillotine the House of Commons is  
proceeding rapidly with the Insurance Bill. Dis-  
cussion, so far as it is permitted, is pointed, practical,  
and non-partisan. It is directed on the Unionist side  
by Mr. Austen Chamberlain and Mr. H. W. Forster,  
with Mr. Worthington Evans as leading critic below  
the gangway. The Labour members, divided among  
themselves, continue to move stringent amendments,  
although the predominant section of the party shrinks  
from anything which would endanger the Bill. Silence  
has fallen on nearly all the Liberals. Although many  
of them abstained from voting for the resolution which  
limits the time to be given to the Bill, they cause very  
little trouble in debate. Mr. Pirie, the Liberal Member  
for North Aberdeen, has threatened to do his best to  
turn the Government out for their delay in producing  
Scottish clauses, but his threat has caused no alarm to  
the Whips. Discussion goes on until the hour fixed  
each evening for the guillotine, and then the allotted  
number of clauses are passed, whether considered or  
not. Mr. Lloyd George is assisted in conducting the  
Bill by the Attorney-General, who is scarcely ever  
absent from the Treasury Bench, and whose courtesy is  
as notable as his diligence. Meantime, old Ministers  
in new offices are becoming familiar to the House, and  
while Sir Edward Strachey has been raised to the  
Peers, Mr. J. M. Robertson has been admitted to the  
Government amid the applause of the Radicals. Mr.  
Whitley, who has become Chairman of Committee in  
place of Mr. Emmott, presides with dignity and calm-  
ness, and his clear rulings inspire confidence.

## THE PLAYHOUSES.

### "THE GREAT YOUNG MAN." AT THE KINGSWAY.

IT is not with a new play that Mme. Lydia Yavorska  
has opened her season at the Kingsway, but with a  
work of her husband's which has already been pre-  
sented in London as "The Career of Nabolsky." Prince  
Bariatsinsky is declared to have subjected the  
piece to revision and to have replaced matter formerly  
modified to escape the attention of the Russian censor-  
ship. Yet even now his comedy of bureaucratic official-  
dom is curiously incoherent and leaves the spectator  
wondering what exactly the playwright is driving at.  
There is no difficulty in understanding that he means  
to convey the notion that the system encourages pecu-  
lation, and a conspiracy of silence as to officials' sur-  
render to this vice; just as it is obvious that the hero  
represents, in the author's opinion, the sort of un-  
scrupulous adventurer the system encourages and keeps  
in office. Nabolsky, having helped the chief, to whom  
he acts as secretary, out of a tight corner by pretend-  
ing to have committed the theft in which his Excellency  
would otherwise have been detected, follows his prin-  
cipal's practice and bullies him into condoning a similar  
fraud from which he, "the great young man," has  
reaped profit. There is also in Prince Bariatsinsky's  
scheme the suggestion that Nabolsky uses his young  
wife's charm and the fascination she exercises over  
his superiors to further his own ambitions; and there  
is a love-affair between her and the one conscien-  
tious official who figures in the story. But the various  
threads are clumsily woven together; the character-  
isation, apart from that of Nabolsky himself, is con-  
fused and uncertain; and the sentimental interest of  
the play clashes with its satire. Rather an amateurish  
effort, in short. And Mme. Yavorska's acting has  
a certain artificiality about it, largely due, no doubt,  
to the slowness of her English diction and her trick  
of over-emphasis. Moreover, she smiles too much—  
smiles in the midst of a serious situation, smiles, it  
might seem, through sheer nervousness. Yet there are  
signs in her of real emotional power as well as a very  
engaging personality, both of which may, some time or  
other, find expression when she has overcome the obstacle  
of an alien speech. Her best support comes from Mr.  
Charles Bryant, who, as the hero, gets quite a Wyndham  
air of nonchalance and masterfulness; while Mr. Charles  
Sugden, Mr. Kinsey Peile, and Miss Aimée de Burgh  
work hard to make what is a vague plot intelligible.

(Other Playhouse Notes elsewhere in this Number.)

## OUR SUPPLEMENT.

### THE MOTOR EXHIBITION AT OLYMPIA.

THOSE of our readers who are devotees of motoring—  
and they are doubtless very numerous—will find  
much to interest them in our Supplement this week,  
which deals with the tenth annual exhibition of motor-  
cars and their accessories at Olympia. The period of  
the Exhibition is from the 3rd to the 11th inst., thus  
affording ample time for intending purchasers of new  
cars, or of motoring impedimenta, to examine the exhibits  
and make their choice at leisure. Every year this Exhi-  
bition becomes a larger and more important function, as  
the motor-car more and more takes the place of horse-  
drawn carriages, and this week a record attendance is  
anticipated. As in the case of last year's Show, there  
will be found no very striking innovations in car-con-  
struction—from an engineering point of view, this appears  
to have almost reached its highest level of excellence—  
but many minor improvements in detail have been made.  
The art of body-building, in particular, has shown a  
distinct advance, and has now evolved principles of its  
own untrammelled by the traditions of the coach-builder.  
The illustrations and letterpress of our Supplement will  
afford a useful guide to motorists who may be thinking  
of acquiring a car, enabling them to study beforehand  
the points of the principal exhibits and to form an idea as  
to which will best suit their requirements. Without some  
such guide, the mass of exhibits might prove somewhat  
bewildering, and much time might be wasted. In  
addition to the stands on the main floor of the building,  
the Gallery, where innumerable motoring accessories are  
on view, will be found well worth a visit.

## THE REWARD OF THE EARLY RISER: "THE NAKED-EYE COMET."

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



Brooks's Comet.

Venus.

CONSPICUOUS IN THE MORNING SKY BEFORE DAWN: BROOKS'S COMET AS IT APPEARED TO THE UNAIDED EYE AT 5 A.M. ON OCTOBER 27.

Brooks's comet was discovered on July 20 of this year by Mr. Brooks, of Geneva, U.S.A. At the end of that month, it was faint, of magnitude 9½; and it was then calculated that it would reach its nearest point to the sun on November 12, when it would be seventy-one million miles from the sun and about thirty million from the earth, and probably visible to the naked eye. From that time onward it brightened steadily, and, in point of fact, became visible to the naked eye in the third week of September. It was then stated that it would be nearest to the sun at 5 a.m. on October 28, its distance from the sun being

forty-six million miles; that is to say, about half the earth's distance. At the end of September, the comet had developed a conspicuous tail. On October 12 it became a morning star. On October 27 it was written in the "Times": "This comet is now a very conspicuous object in the morning sky just before dawn, and the tail is reported to be fully twenty degrees long to the unaided eye. . . . It will only be visible to us for two or three weeks more, but it will probably be observable in the southern hemisphere for several months." The drawing was made while the artist was looking due east.



By G. K. CHESTERTON.

IN my newspaper this morning I see a column headed "Bergson: The Man and His Message." Well, you will say, there is no need to get excited; there is no need to curse and swear. We all know the excellent columns written by the excellent people who talk like that—in print, at any rate. It would not be difficult to make a grammar and glossary of their characteristic expressions. They call the divisions of Christianity "the Churches"; they call elaborately written articles "talks"; sometimes they even call boys "lads." They call certain properties in hops and grapes and in the human appetite "the Drink Problem," as if there were any difficulty about drinking, or as if a man had been unluckily made without a mouth. When they talk of a "call," it does not mean an afternoon call—be careful in this point of social understanding. They are always denouncing the arrogance of "militarism" and "clericalism" in this poor old country of ours, which has got no army and no religion. When a slight pause occurs in the conversation, they say, "Oh for an hour of Cromwell!" though Cromwell would have put more real cast-iron militarism into an hour than Lord Roberts would put into a hundred years. They believe in pure enjoyment and in true patriotism; they also believe in promoting the cause of Peace. But, in spite of this, most of them are kind, clever, honest Christian people, and quite a seething multitude of them are my personal friends. I forgot to say that, if they happen to dislike a trade, they call it a "traffic."

But there was something special about this mention of the "man" and his "message" which excused my instantaneous anger. I am now calm, and I will try to explain it. It has nothing to do with any depreciation of the praise given to M. Bergson. I do not question here the claims of that philosopher, for three excellent reasons: first, that I know nothing about him; second, that I have, in consequence, the profoundest veneration for him; third, that an article either attacking or defending a modern metaphysician would be so demoniacally dull that, if you did not go to sleep while reading it, it would only be because I had gone to sleep while writing it, and so it was not written at all. (This sentence is rather long and very much involved; but, then, just think of some of Ruskin's! Its purpose is merely to explain that what I have to say has nothing whatever to do with Bergson. I say no syllable about Bergson. I speak only of "the Man and his Message.")

The word "Message" as used here is a perfect example of what I will call the dead words. A sentence is like a long string of mountaineers roped together, seeking to reach a height and to rest in sight of a prospect. As they approach the peak (incredible as it may seem) it makes all the difference how many of them are climbers and how many of them are corpses. So, in a sentence, the dead words drag down the live

words. Or, to put the thing another way, such incidental parts of the sentence as do happen to mean something have to lift the dead weight of that larger part of the sentence which means nothing. In this matter it is most important to notice the utter falsehood of the modern fancy that whatever is recent is a renaissance. Most of the fog and filth of our existing ethics and politics have come from one single mistake. They have come from the notion that the New is the same as the Young. The Young means that which has life before it—as when the poet speaks of Bacchus ever young. The New only means that which has no ascertained experience behind it—as when the early geographers of America spoke of "the New World."

that are dead. The word "the" is quite alive. So is the word "a." Everybody knows what they mean, and chooses them carefully with a view to their meaning. No one, for instance, thinks that "He took a cake" means the same as "He took the cake." But there are words, often quite recently adopted, that are used entirely without any breath of sense in them. The best case, perhaps, is this I have quoted; the habit of calling the conviction or enthusiasm of some important writer his "Message."

By the true use of words, obviously, the whole point of talking about a Man and his Message is that the Message must be something quite separate from the

Man. The term "Message" was used by our ancestors, by the old Protestants of England, to express their burning belief that they had received, through human beings, direct affirmations and doctrines from the Divine. They did not talk about the man's message to make the man important; but, on the contrary, to make the man unimportant. They used the image of a mere running slave, or servant carrying a letter, to emphasise the idea that the truth was truly there, and it mattered only if we had heard of it. They kept the prophet in his place by persistently comparing the prophet to a postman. Personally, I prefer priests to prophets; and I prefer saints to both. I prefer the Christian idea of truth working through the whole of a human soul to the more Hebrew idea of truth working through one vein of him as through the wire of a telephone. But there is no doubt that the telephone idea must have been in men's minds when they spoke of any prophet's assertion as being his Message. The prophet came in the uniform of a prophet, as the messenger-boy (who is coming for this article in a minute) will come in the uniform of a messenger-boy. Though personally a much pleasanter character than many prophets, he would not be trusted thus except for the uniform. He has no right to improve this article, much as he might improve it. And the only verbal sense of the word "message" was that the prophet had no right to improve the prophecy. Realise this, and then turn to the use made of the term



FLYING IN A MOTORLESS AEROPLANE: MR. ORVILLE WRIGHT, ON HIS NEW GLIDER, AT KILL DEVIL HILL, N.C., MAKING EXPERIMENTS WHICH MAY RENDER AVIATION SAFER.

Mr. Orville Wright has recently been conducting some interesting experiments with his new motorless biplane, or glider, at Kill Devil Hill, North Carolina, with the object of increasing the stability of aeroplanes and rendering aviation less dangerous. Although Mr. Wright declares that he only went to this desolate sand-bar for a holiday, he has been working very hard there; and it is believed that he and his brother, Mr. Wilbur Wright, have an important invention in view. They are said to have obtained such control of an aeroplane that the stoppage of the motor would not endanger the life of the pilot. Mr. Orville Wright and Mr. Alexander Ogilvie, the British airman, both made flights with the glider from the summit of Hill Thirteen, and it was demonstrated that the machine could soar higher than the starting-point. Mr. Ogilvie glided off the hill at a height of 90 feet and rose to 120 feet. Mr. Orville Wright flew for nearly ten minutes against a fifty-mile wind, reaching a height of 150 feet. For some minutes the glider remained stationary in the air.

Journalists (of whom I am one) will write about "the New Pyramid," or "the New Mummy," or "the New Fossil"; meaning that they had only just re-entered the world of knowledge. But not even a journalist, not even myself, the most slovenly and indefensible of journalists, would ever talk about the "the Young Mummy," or "the Young Fossil." Yet we should talk about the young air of April, or the young enthusiasm of patriots, because these things have a long life before them as well as behind them. America is the New World only in the sense in which we speak of the New Fossil. America is quite as old as Europe. I do not believe that America is so young as Europe. In the same way, it is often the old words that are young: young, but not new. It is often the new words

only yesterday morning. The man who used the word did not think for one flash of the plain meaning of the word. He applied it to a suggestive and somewhat sceptical modern transcendentalist, who has a very interesting theory, which he would be the first to admit (nay, not unjustly, to boast) he had evolved entirely out of his own head. He would say that he was a seeker after God; and it may very fairly be maintained that a seeker after God is a finer thing than a mere servant sent running with a message. But that is what the word "message" means; that is the only use of it; that was the only reason why so practical and even profane a term was ever used. See it applied only yesterday to a groping, irresponsible mystic; and you look out across a cemetery of dead words.

## THE "DRASTIC QUELLING OF THE INSURRECTION": BOUND PRISONERS.

PHOTOGRAPHS BY C.N. AND ILLUSTRATIONS BUREAU.



1. "CHAINED" AND UNDER STRONG ESCORT: A HANDCUFFED TURKISH SOLDIER BROUGHT INTO TRIPOLI BY ITALIANS.

2. CAPTIVE MEN OF THE DESERT: ARABS, WITH HANDS BOUND, UNDER THE CHARGE OF ITALIAN SOLDIERS.

3. THE "DRASTIC QUELLING OF THE INSURRECTION" IN PROGRESS: ESCORTING ARAB PRISONERS INTO TRIPOLI.

4. WHEN THE ITALIANS WERE FIRED AT FROM THE HOUSETOPS: ITALIAN SOLDIERS BREAKING DOWN THE DOOR OF A HOUSE AT SHARASHET DURING THE RISING IN TRIPOLI TOWN.

5. IN THE ENEMY'S HANDS: AN ITALIAN SOLDIER SEARCHING AN ARAB PRISONER, REVOLVER IN HAND.

The "Times" despatch referred to on another page explains the considerations which caused the Italians to give a most serious lesson to the Arabs as follows: "The Turks had succeeded in enlisting the active sympathies of a greater number of Arabs than was anticipated, and the Staff, therefore, felt anxiety concerning the strength of their own line of resistance. It was known that the Turks, before the evacuation of the town, distributed 10,000 stand of magazine rifles and ammunition to the local Arabs. Of these only 3000 were collected. The

Italians, therefore, were faced with the possibility of a sudden rising by 5000 armed Arabs in the rear of their line of defence in a country the intricacy of which beggars description. On ordinary grounds of military prudence immediate measures were necessary, especially as a Turkish attack on a large scale was believed to be imminent." The Italian Commander-in-Chief in Tripoli reports that between the dates of October 23 and 26 inclusive the army of occupation had the following casualties: 13 officers killed and 16 wounded; 361 men killed and 142 wounded.



Photo. Elliott and Fry.

**MR. F. A. AGLEN,**  
Who Succeeds the late Sir Robert Hart  
as Inspector-General of Maritime Customs  
in China.

# PORTRAITS AND PERSONAL NOTES.

IT must be a difficult task to succeed a man like the late Sir Robert Hart, but Mr. Francis Arthur Aglen, the new Inspector-General of Maritime Customs in China, comes to the work well equipped, for he has been in the service for twenty-three years. In 1896 he became Deputy-Commissioner, and was afterwards Commissioner successively at Tientsin, Nanking, and Shanghai. In 1903-4 he was Chinese Secretary at Peking, and subsequently Commissioner at Hankau. Last year he was appointed Deputy-Inspector-General.

The new Roman Catholic Archbishop of Birmingham, Dr. Ilsley, has been in charge of that see since 1888. He was born at Stafford in 1838, and was ordained in 1861. He was for twelve years Assistant Priest at Longton, and for ten years Rector of Olton Seminary. He became Canon of Birmingham in 1876, and from 1879 to 1888 was Bishop of Fesse.

Dr. Whiteside, the new Roman Catholic Archbishop of Liverpool, has been Bishop there since 1894. He was born in 1857, and was educated at St. Edward's College, Liverpool, and later at Ushaw and the English College at Rome. He was for some time President of St. Joseph's College, Upholland.

Mr. Herbert Walker takes up his duties as General Manager of the London and South-Western Railway as from Jan. 1 next. He succeeds Sir Charles Owens, who has held the post since Jan. 1, 1898. Mr. Walker has for some time been one of the chief officials in the goods department of the line.

Mr. Harold John Tennant, who has been appointed Financial Secretary to

the War Office, is the youngest son of Sir Charles Tennant, and brother of Lord Glenconner and of Mrs. Asquith. He has represented Berwickshire as a Liberal since 1894. From 1892 to 1895 he was Private Secretary to Mr. Asquith. Two years ago Mr. Tennant was appointed Parliamentary Secretary to the Board of Trade.

Dr. Elizabeth Garrett Anderson, who was elected Mayor of Aldeburgh, has an American counterpart, officially, in Miss Ella Wilson, the first woman elected to a mayoralty in the United States. The municipality of which Miss Wilson is the head is the town of Hunnewell, in the State of Kansas. She has had difficulties to contend with, as did Miss Dove at High Wycombe, for the male members of the Hunnewell town council refused to obey her. Miss Wilson is a strenuous teetotaler, and, of course, a leader of the Feminist movement.

The Prince of Wales recently bade farewell to the officers and men of the battleship *Hindustan*, on board which he has had three months' training as a midshipman. Our illustration shows him leaving the vessel between



Photo. Leo.

**THE MOST REV. FRANCIS BOURNE,**  
Roman Catholic Archbishop of Westminster, who is to be created a Cardinal.



Photo. Leo.

**THE RIGHT REV. THOMAS WHITESIDE,**  
Roman Catholic Bishop of Liverpool, who is to be made an Archbishop.



Photo. Fleet.

**THE LATE MR. JOSEPH PULITZER,**  
The Blind American Journalist and Millionaire—  
(on the left) led by his Secretary.

Captain Campbell, who had charge of him during his time in the Navy, and his tutor, Mr. Hansell. The Prince's

he had steadily educated himself. It was his skill at chess which gave him his first steps towards success by bringing him to the notice of the proprietor of the *Westliche Post*, at St. Louis, of which he eventually became editor and part-owner. After a visit to Europe in 1878 he bought the *St. Louis Dispatch*, which he amalgamated with the *Post*. Soon afterwards he was elected as a Democrat to the St. Louis Legislature. In 1883 he moved to New York and bought the *New York World* from Mr. Jay Gould. He and his rival, Mr. W. R. Hearst, of the *New York Journal*, were the founders of "yellow" journalism. Mr. Pulitzer, however, showed that he had loftier ideals by giving £200,000 to the Columbia College of Journalism. He suddenly became blind about twenty-four years ago.

Dr. Bourne, Roman Catholic Archbishop of Westminster, who is to be created a Cardinal, was born at Clapham in 1861, and his training for the priesthood began at St. Thomas's Seminary, Hammersmith. He became Bishop of Southwark in 1897, and was appointed Archbishop of Westminster in 1903, being then the youngest Roman Catholic prelate in England.

Mr. John Mackinnon Robertson, who succeeds Mr. H. J. Tennant as Parliamentary Secretary to the Board of Trade, began his career in journalism. In 1878, when he was twenty-two, he became a leader-writer on the *Edinburgh Evening News*, and six years later joined Mr. Bradlaugh on the *National Reformer*, which he edited after Mr. Bradlaugh's death, until it, too, died in 1893. He has represented the Tyneside Division of Northumberland since 1906.

Photo. Elliott and Fry.

**MR. J. M. ROBERTSON, M.P.,**  
Appointed Parliamentary Secretary to the Board of Trade.

In the House of Commons Mr. Asquith's motion that "Mr. Donald Maclean be appointed Deputy-Chairman" was carried *nem. con.* Mr. Maclean is a son of the late Mr. John Maclean, of Kilmoulaig, Tiree, N.B. He was born in 1864, and when twenty-three became a solicitor. He sat as a Liberal for Bath from 1906 to 1910, when he was defeated. In December last he was elected for Peebles and Selkirk.

Lady Herbert of Lea, who died on Monday at the age of nearly ninety, was one of the most distinguished women of her time. Daughter of General Charles a Court, of Heytesbury, she married in 1846 the Hon. Sidney Herbert (afterwards Lord Herbert of Lea), who was Minister for War for fifteen years, including the Crimean period. It was she and her husband who were chiefly instrumental in sending Miss Florence Nightingale to the Crimea. Five years after her husband's death, in 1861, Lady Herbert joined the Church of Rome. She wrote many books of religion, autobiography, and travel. Her second son is the present Earl of Pembroke. Her daughters are the Baroness von Hugel, Lady Parry (wife of the composer), and the Marchioness of Ripon.



Photo. Russell.

**THE LATE LADY HERBERT OF LEA,**  
Mother of the Earl of Pembroke, and well known as an Author and Philanthropist.



Photo. Elliott and Fry.

**MR. H. J. TENNANT, M.P.,**  
Appointed Financial Secretary to the War Office.



Photo. Elliott and Fry.

**MR. DONALD MACLEAN, M.P.,**  
Appointed Deputy Chairman of Committees in the House of Commons.

Mr. Joseph Pulitzer, the blind American millionaire newspaper-proprietor, was born of poor parents, near Budapest. At sixteen he emigrated to Boston, and swam ashore to avoid the immigration tax. He fought in the American Civil War, and afterwards worked as a hand on board a Missouri ferry-boat, as coal-heaver, coachman, hutler, waiter, and mule-keeper. Meantime



Photo. Stecher.

**MISS ELLA WILSON,**  
The first Woman elected as a Mayor in the United States.

## DROPPING THE ROYAL MIDSHIPMAN: THE PRINCE OF WALES LEAVING H.M.S. "HINDUSTAN" AT THE CONCLUSION OF HIS NAVAL TRAINING.

future career includes a residence at one of the Universities, a period of training in the Army (probably in the 10th Hussars), and a voyage round the world.

## THE KILLING OF THE ARABS: EXECUTIONS IN TRIPOLI.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



1. AN ITALIAN CASUALTY: A SOLDIER, SHOT DEAD BY ARABS, CARRIED THROUGH THE STREETS.

3. TEN MINUTES AFTER SENTENCE: THE EXECUTION OF THE ARAB CAVASS, WHO WAS PLACED WITH HIS BACK TO THE FIRING-PARTY.

5. FOUND IN THE OASIS: ARABS AWAITING EXECUTION IN THE OPEN.

When the fighting in Tripoli town was at its height on the 23rd, an Italian officer was stabbed in front of the German Consulate; and, as he lay on the ground, was killed by a cavass of that Consulate, who ran out, committed the murder, and then ran back to the Consulate. Fortunately, there were witnesses of the crime. The cavass was handed over to the authorities, was tried by drum-head court-martial, was found guilty, and ten minutes later was shot on the seashore. With regard to the Arab question in general, a Reuter dispatch

2. THE DRUM-HEAD COURT-MARTIAL OF THE ARAB CAVASS OF THE GERMAN CONSULATE WHO KILLED AN ITALIAN OFFICER: READING THE INDICTMENT AGAINST THE PRISONER.

4. AFTER THE EXECUTION OF THE ARAB CAVASS: THE EXAMINATION OF THE BODY.

6. THE EXTERMINATION OF ARABS IN THE OASIS: BODIES OF THREE OF THE KILLED.

says: "Orders were given by the authorities to exterminate all Arabs found in the oasis, and to make a systematic house-to-house search for arms and ammunition. For three days this dread task continued. Parties of soldiers penetrated every portion of the oasis, shooting indiscriminately all whom they met, without trial, without appeal. For three days the popping of rifles marked the progress of the troops. Innocent and guilty were wiped out; many of those killed were quite young, and many women also perished in the confusion."

## DURING THE "AWFUL RETRIBUTION": THE STREET-FIGHTING IN TRIPOLI.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



1. THE ITALIAN EQUIVALENT TO THE CURFEW-BELL: THE TOWN-CRIER OF TRIPOLI ANNOUNCING THAT EVERYONE MUST BE INDOORS BY EIGHT O'CLOCK.

3. QUELLING THE RISING IN TRIPOLI TOWN: AN ITALIAN MAXIM DETACHMENT GUARDING A STREET.

5. AN ENGAGEMENT IN TRIPOLI TOWN: ITALIANS FIRING FROM A HOUSE-TOP.

2. HOLDING TRIPOLI TOWN DURING THE RISING OF THE SUBURBAN ARABS: ITALIAN SOLDIERS GUARDING A STREET.

4. DURING THE FIERCE STREET-FIGHTING IN TRIPOLI: ITALIAN SOLDIERS AWAITING THE ENEMY.

In the "Times" correspondent's account of the rising of the suburban Arabs at Tripoli on October 23, it is said: "The severity with which the Italian army has exacted retribution upon the suburban Arabs who rose last Monday might justly be described as indiscriminate slaughter. The two quarters from which the Arabs assailed the Bersaglieri in the rear have been turned into human abattoirs. It has been a miserable business; but, in the circumstances, I presume the General Staff had no alternative but to give this horrid lesson. . . . Although I

cannot commend the ruthless measures employed, yet I cannot deny the necessity of a drastic quelling of the insurrection. . . . The memory of this awful retribution will take long to live down. Even making allowances for the exigencies of the military situation, there is every possibility that the hideous severity of this retribution will give rise to a war of sanguinary and pitiless reprisals upon unfortunates who fall by the way. War is merciless. I have witnessed one of its merciless phases."

## ITALY UNDER ARMS; AND ARMED NON-COMBATANTS: IN TRIPOLI.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND L.N.A.



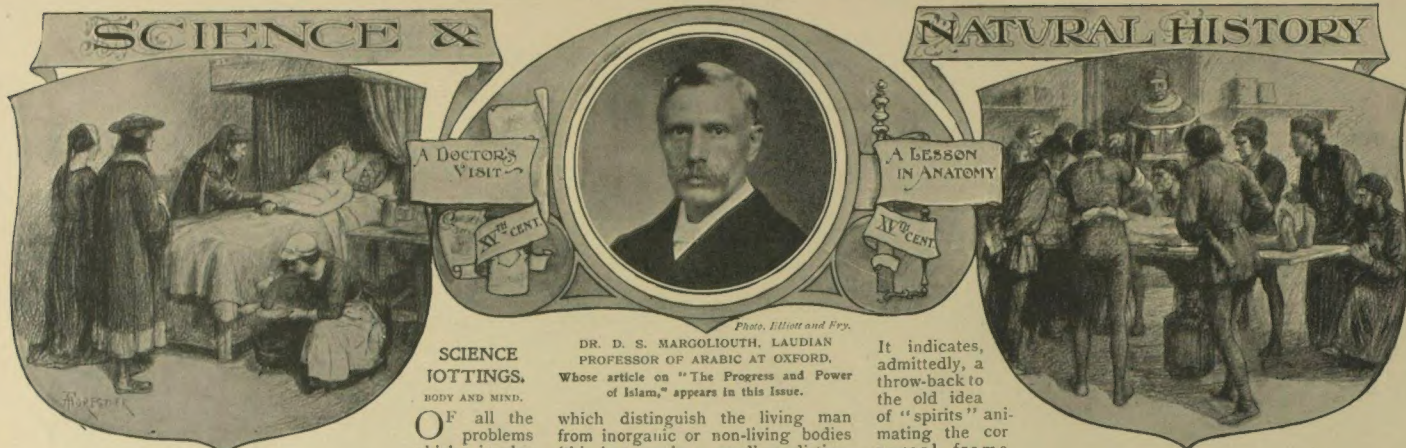
1. DEFENDING THE FIRST TOWN TAKEN DURING THE WAR: ITALIANS UNDER FIRE IN TRIPOLI.
2. NON-COMBATANTS ARMED PROBABLY FOR THE FIRST TIME IN A MODERN WAR BETWEEN EUROPEAN POWERS: THE RED CROSS IN TRIPOLI.

3. ON CHOLERA DUTY IN TRIPOLI: PRIESTS, SUN-HELMETED AND MOUNTED, GOING ON THEIR ERRANDS OF MERCY IN THE TOWN DURING THE PRESENT CAMPAIGN—A SIGHT WHICH HAS BECOME FAMILIAR.

4. THE MILITARY AIRMAN WHOSE FLIGHTS ARE DESCRIBED AS HAVING STRUCK TERROR INTO THE ARABS: CAPTAIN PIAZZA IN TRIPOLI.
5. NO LONGER REGARDED WITH SUCH AWE THAT IT IS SAFE FROM ARAB FIRE: CAPTAIN PIAZZA'S AEROPLANE BEING WHEELED OUT IN TRIPOLI FOR A FLIGHT.

It is invariably the case that in war time sickness and disease are amongst the enemies which must be fought most strenuously. Especially is this so in Eastern countries, and it is not with surprise, therefore, that one sees the photograph here given of priests on cholera duty in Tripoli. There is particular interest also in the fact that the non-combatants attached to the army of occupation are armed. Here, for example, are seen an armed officer and a man of the Red Cross service, and one of the priests whose duty it is to succour injured on the battlefield, and administer the last rites. He, too, is armed, carrying a revolver.

In connection with this, it is perhaps worth noting, as a point which is apt to escape attention, that the Turkish ambulance service is under the Red Crescent, the Cross, of course, being made impossible by the Mohammedan religion. It will be recalled that Captain Piazza was the first military airman to make an ascent at Tripoli. He used the Blériot here shown. The Arabs regarded his flight with superstitious awe; but it would seem that they are getting over their fear of the strange "bird," for it was reported early this week that an Italian army aeroplane had been fired upon by Arabs and riddled with bullets.



### SCIENCE TOTTINGS.

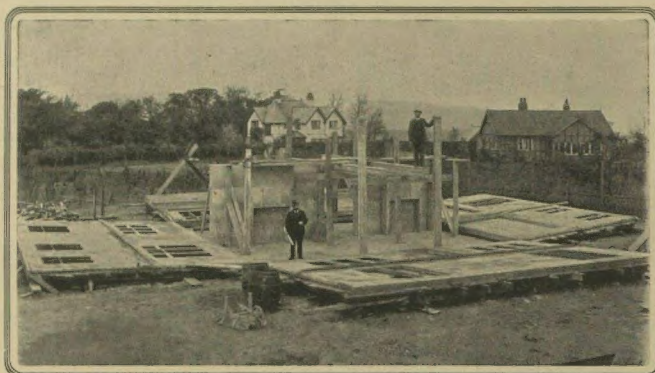
BODY AND MIND.

OF all the problems which involve which offers a

which distinguish the living man from inorganic or non-living bodies (this last surely a needless distinction) "are due to the operation within him of something which is of a nature different from that of

It indicates, admittedly, a throw-back to the old idea of "spirits" animating the corporeal frame. Opposed to animism we find materialism, which, discarding purely hypothetical considerations, seeks to find in the ordinary phenomena of life and of living matter all the sources of mental action. That which in the lower animals we call mere "reflex action," prompted by environment, operates equally in man, but with the addition in him (and probably in his more immediate neighbours in the animal world) of a more highly developed sensitivity to which we give the name of "consciousness"; in other words, the knowledge of the acts we perform and the reasons why we execute them. This is the real battle-field where we strip off the swaddling-clothes of ancient metaphysics. The great issue is whether mind is really a function of brain-cells or whether it is an extraneous "something," developed how or where nobody can tell, such as animates and inspires not only our actions, but evolves and controls our moral sense as well.

the sciences of physiology and psychology, that perennial attraction is the nature and relations of a mind. Readers will remember the dictum of *Punch* on the question of mind and matter: "What is matter? never mind; what is mind? no matter!" But a smart epigram does not settle one of the gravest questions which human intelligence seeks to fathom—namely, its own nature, and the relationship of what we collectively term "mind" to the body and brain-organisation through which its operations are manifested. Each one of us, indeed, is a psychologist in a sense, for the moment one begins to think about brain-action he enters upon the domain of science in which mankind has laboured ever since they began to speculate regarding the why and wherefore of their being. Of the making of books on the subject there has been no end. From Aristotle to Descartes (who placed the seat of the soul in the pineal gland of the brain, really a rudiment of an eye-stalk) onwards to Locke, Hume, Berkeley, and our modern thinkers, we have had commentary after commentary written on the question of mind as related to matter. Honestly, I must say I have never been able to follow the metaphysicians to the end of these dialectical journeys, and I am not by any means singular in affirming that at the end of their discussions one has to creep out by the same door as that by which one is invited to enter.



ABOUT TO BE RAISED INTO POSITION: CONCRETE-FILLED FORMS READY FOR HOISTING.

the body, an animating principle generally, but not necessarily or always conceived as an immaterial and individual being or soul." These, indeed, are Dr. McDougall's own words. Clearly they do not suffice to send us "much forrader," as the schoolboys said, on our

player we term "mind"? This is the plain issue over which metaphysicians have been fighting for centuries, without the prospect, despite much spilling of ink, of getting any nearer a solution of the puzzle.

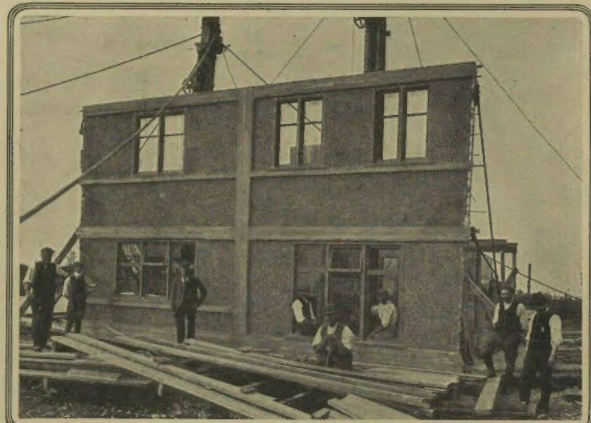


A VILLA BUILT FLAT ON THE GROUND: A WALL BEING RAISED ON ITS FORM. It is increasingly evident that the building of reinforced concrete is gaining in popularity with considerable speed. The method of construction may be described briefly as follows: The house, or shop, or what-not, is built flat upon the ground in sections, each section being on a separate form, that it may be raised into position with ease when the concrete has set. To quote a previous note on the subject, which deals with an American mess-hall, "the walls, [Can turned opposite.

### A HOUSE BUILT FLAT ON THE GROUND: THE VILLA UNDER CONSTRUCTION, BEING RAISED INTO POSITION, AND COMPLETE.

From time to time we have illustrated in this paper the new method of house-construction, by building flat on the ground of reinforced concrete. We now give the latest example, a villa erected at Fyling Hall, near Scarborough, by Mr. W. J. Swain, the architect.

Photos. by P. Davy, York.



WITH FORM STRIPPED AWAY: A WALL RAISED (SHOWING REINFORCING RODS). Continued. with window spaces and cornices complete, were first formed on the ground, by pouring concrete into a framework and reinforcing it by twisted steel rods. The wall, which was four inches thick, was allowed to solidify for forty-eight hours, and then tilted up. . . . The reinforcing rods of each wall protruded at the edges, and were interlocked at the corners and covered with concrete."

metaphysical questing. A "something" operating within man is just as remarkably and delightfully vague as one could find in any metaphysical

The question, "What is mind?" is as old as that which asks, "What is life?" Probably a solution of the latter would reveal the answer to the former inquiry, for mind is only known to us as a condition or function of life. And the further question arises in this connection whether or not "mind" exists and operates in lower animal life, or even, as some speculators would hold, in plants also. But at the very least there will always be an attractiveness present in respect of the discussion to which the subject gives rise, and a recently published volume on "Body and Mind," by Dr. W. McDougall, of Oxford University (Methuen) serves very aptly to revive an interest in this great and grave topic. I will not say that Dr. McDougall's book is easy reading; but if one will boldly tackle his pages, the reader will find much material which will "give him to think," as our French neighbours put it. His book is a defence of "animism," and if we inquire the meaning of this special view of things, we shall find it stated clearly enough. It holds that all or some of the manifestations of life and mind



THE NEW METHOD OF HOUSE-CONSTRUCTION: THE REINFORCED-CONCRETE VILLA COMPLETE.

treatise. The plain man wants to know what that "something" is. If it can be defined, outlined, and demonstrated, the whole problem would then be solved.

we know it, "mind" is inseparable from the material protoplasm of the special brain-cells whose function it is to rule our lives.

ANDREW WILSON.

# IN THE TERRITORY ITALY WILL ANNEX: WAR IN TRIPOLI.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, C.N., AND L.N.A.



1. PROTECTED BY EARTHWORKS, MEN OF THE ITALIAN ARMY OF OCCUPATION IN ACTION AT TRIPOLI.

4. WARFARE AS IT IS IN TRIPOLI; ITALIAN TROOPS IN ACTION.

2. AND 3. MASKED BY A HASTILY BUILT WALL OF LOOSE BRICKS AND BOXES OF EARTH; ITALIAN ARTILLERY IN ACTION AT TRIPOLI.

5. RATIONS IN THE DESERT; AN ITALIAN ARMY "KITCHEN" IN TRIPOLI

There are various rumours that Italy is not finding her task in Tripoli as small a matter as she imagined it would be. But with so strict a censorship in force, it is impossible to say with any certainty whether her successes or failures are significant or insignificant; and the same applies, of course, to the doings of the Turkish forces and of the Arabs. Only a few days ago Italy stated that she would not be content with occupying Tripoli, but would annex it.

It was announced, indeed, that the proclamation of the annexation was to be made within a few days. At the moment of writing, it is said that this will be deferred until the tenth of this month. Meantime, it is understood that the Italian Government have decided to increase their force in Africa from 43,000 men to 60,000 men, and that they will hold 20,000 more men in readiness—a significant move.

## A SUBJECT OF CONTRADICTORY REPORTS: THE MUCH-DISCUSSED LANDING IN CYRENAICA.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED TO OUR SPECIAL ARTIST, FREDERIC VILLIERS.



THE ILLUSTRATED LONDON NEWS, Nov. 4, 1911.—716

AFTER THE BOMBARDMENT OF BENGHAZI: ITALIAN TROOPS COMING ASHORE. ACTION WHICH WAS DELAYED BY THE ROUGH STATE OF THE SEA.

The earliest news of the bombardment and taking of Benghazi stated that between 400 and 500 Turkish regulars, reinforced by 5000 or 6000 Arabs, had opposed the landing of the Italians at Benghazi, but that the town had not been much damaged by the bombardment, the number of shells fired by the big naval guns having been small. Later came reports in letters that great damage had been done, that it was believed that there had been as many as 4000 casualties amongst the inhabitants of Benghazi, and

that amongst those wounded was the British Consul, Mr. John Francis Jones. The earliest accounts gave the enemy's losses as about 400 killed and from 800 to 1200 wounded, and it has been suggested that possibly the figures referred to in that particular news were those of the total number of combatants killed or wounded. The Turks are said to have fought splendidly. The bombardment began at eight in the morning on October 19.

## THE GIFTS OF WAR: PRESENTS FROM ITALY FOR POSSIBLE ALLIES.

DRAWN BY CYRUS CUNEO, R.O.I., FROM A SKETCH BY OUR SPECIAL ARTIST, FREDERIC VILLIERS.



PLACATING THE ARABS: THE ARRIVAL OF ITALIAN CATTLE IN TRIPOLI FOR DISTRIBUTION AMONGST CERTAIN CHIEFS.

When the Italians first occupied Tripoli, Arab chiefs were presented to Admiral Borea Ricci d'Olmo and stated that the Arabs would be happy under the new rule so long as their religious beliefs and their families were respected. This attitude accounts, no doubt, for the gift of cattle made by the Italian Government to certain Arab chiefs. On the other hand, if one can believe

dispatches which have filtered through various official and unofficial hands, the Arabs are not all on the side of Italy; in point of fact, there are various statements that many of them are fighting for Turkey, and especially, perhaps, against the Cross. It has been reported that numbers of them have been caught with arms in their hands and executed.

Being broke grasping  
at the tomb of his father,  
John of Gaunt, St. Paul's, 1339.

# At the Sign of St. Paul's

The body of  
Richard II. lying  
in state in St. Paul's,  
1399.



MR. ARNOLD BENNETT.

Whose play, "The Honeymoon," is running at the Royalty, who has collaborated with Mr. Edward Knoblauch (author of "Kismet") in a new play called "Milestones."  
*Portrait painted by J. O. Hopp.*

## ANDREW LANG ON RIDER HAGGARD'S "THE MAHATMA AND THE HARE."

DO you think that field sports are cruel and wicked? This good old subject of debate is the topic of an apologue by Mr. Rider Haggard, "The Mahatma and the Hare." Mr. Haggard himself was a mighty hunter before the curious incident of which he published an account, when his dog, dying at a distance, appeared to make to him a telepathic communication. Since then he shoots no more, in obedience, I presume, to a tenderness of heart which, if not checked, grows on us with increasing years.

The tender Shelley used to shoot partridges in youth, like the young of the species Squire, generally. William Wordsworth wrote verses against cruelty to animals, but among these he did not include trout, being devoted to angling. Stevenson was a fisher till, after a successful morning, he noticed that he had omitted to use "the priest" on each trout as he landed it. He fished no more. Mr. Grant Allen, naturally, detested sport, but suddenly took to angling in Canada with much zeal. Byron did not scruple at shooting till he observed the expression in the eyes of a wounded eagle. Scott felt the same remorse in the case of a dying blackcock. But Scott rejoiced in the coursing of hares, which to me is an odious pastime.

Mr. Haggard read, one night, a hideous tale in a newspaper about the hunting of a hare into the sea. "A boat was procured," the hare was chased, was drowned, and given to the hounds. I know of a hare that, for reasons unexplained—for no man or hound pursued her—ran across the sands at St. Andrews into the sea, came out, and was seen strolling towards the town. This hare may have been a witch, of course, like the witch-hare of an old Protestant Archbishop of St. Andrews.

Mr. Haggard, after reading the story, dreamed a dream containing the outlines of his fantasy. A Mahatma meets him, a mystic who has been on the road to the Land of Souls,

and seen "the bodiless gang about," and among them a Hare. The Hare tells his

sea, and torn to pieces by the hounds. This hare (unlike some savages in theory) did recognise paternal kindred, and saw his father martyred. In fact, he was a hare of many sorrows.

He tells his tale, and then comes along the road all that is immortal of a simple, kindly Squire who has been killing many animals for fun all his life. Mr. Haggard explains that he has inherited the hunting instinct from primitive man in his hunting stage, as almost all of us have, whether we are poor and hunt rats or course rabbits, or have larger opportunities of enjoyment. People even hunt the harmless wasp, which never stings save in self-defence.

The sportsman is the Hare's old foe—the Squire, who, a ghost himself, throws the ghost of his whip at the ghost of the Hare, as the shade of Heracles hunted the shades of lions and wolves whom he had slain on the shadowy hills.

The Hare and the Squire argue out the question of sport. The Squire quotes Genesis for human dominion over animals. "Including right to torture?" asks the Hare. The Squire falls back on the right to kill and eat. Granting that, the Hare wants to know why to kill with lingering cruelty?

The Squire retires on a new position, "if we did not preserve you there would be no you."

Perhaps the Squire, if he happened to have read about heredity, might say, that it was by no choice of his that he belonged to a stock which started in such a condition that it could only live by the chase, while he had inherited their tastes. But then, he had also inherited intellect enough to teach him to abstain from associating his pleasures with extreme—I may say cowardly—cruelty to innocent animals. That is my moral of it all; but then the Squire's are sins which I am not inclined to.



FAMOUS FOR CLOTH-WEAVING IN THE MIDDLE AGES: YPRES—THE GRANDE PLACE, THE CLOTH HALL, AND OLD HOUSES.

Ypres was once one of the wealthiest towns in Flanders. In the eleventh century the cloth-weavers of Ypres were famous, and so they remained until the siege of the town by the burghers of Ghent in 1383. The Hotel de Ville and the Cloth Hall, which are under one vast roof, were begun by Count Baldwin in the first year of the thirteenth century.  
*From a Water-Colour by Douglas Saxe. Illustrating "The Belgians at Home," by Olive Holland—by Courtesy of the Publishers, Messrs. Methuen. (See Review on another page.)*

story: he has been coursed, hunted, caught in a trap, wounded by a gun-shot, and finally dragged, half alive, from the deep

DRESSED AS A BOY FOR THE FIRST TIME: THE COSTUME OF A MARKEN LAD OF SIX



WITH HAIR CUT SHORT: THE DRESS OF A MARKEN BOY OVER SEVEN.

These illustrations show the similarity in dress of Marken boys and girls up to their seventh year. Up to seven a boy's hair is uncut, and he resembles his sister. From "Home Life in Holland," by D. S. Meidman—by Courtesy of the Publishers, Messrs. Methuen. (See Review on another page.)

INDISTINGUISHABLE FROM THAT OF A BOY OF SIMILAR AGE: THE DRESS OF A MARKEN GIRL OF TWO TO SEVEN YEARS.



INDISTINGUISHABLE FROM THAT OF A GIRL OF SIMILAR AGE: THE DRESS OF A MARKEN BOY OF TWO TO FIVE YEARS.

At Marken, one of the Frisian Islands, boys and girls are dressed alike until the age of five. Then, on going to school, the boy is put into breeches, but his hair is still kept long till he is seven. From "Home Life in Holland," by D. S. Meidman—by Courtesy of the Publishers, Messrs. Methuen. (See Review on another page.)



WHERE JACQUES VAN ARTEVELDE ENTERTAINED EDWARD III. AND QUEEN PHILIPPA: THE CHATEAU DES COMTES AT GHEENT.

The Château des Comtes was the chief residence of the Counts of Flanders. "Here it was that Edward III. and his Queen, Philippa, were entertained by Jacques Van Artevelde, in 1339, in such a sumptuous manner that it is said their stay . . . entailed an expense of something approaching a quarter of a million in present-day value of money."

From "The Belgians at Home."

(SEE REVIEW ON ANOTHER PAGE.)



"IN THEIR FLOWING ROBES AND WHITE HEAD-DRESSES": THE EVENING MEAL IN THE BÉGUINAGE AT BRUGES.

"In the south-western corner of the city . . . stands the Béguinage of the Vineyard, dating from the thirteenth century, a collection of picturesque, white-walled, and quaint houses. . . . If for nothing else than because of the strange old-world charm of the grassy, tree-shaded enclosure, across which sisters, in their flowing robes and white head-dresses, flit, the place is worth a visit."

From "The Belgians at Home."

## PEASE - MEAL; AND VASELINED STEPS: RECTORIAL ELECTION FIGHTS.

PHOTOGRAPHS BY DUNN, AND ILLUSTRATIONS BUREAU.



1. THE BATTLE OF THE PEASE-MEAL: THE FIGHT FOR THE STANDARDS IN THE QUADRANGLE OF MARISCHAL COLLEGE, ABERDEEN, DURING THE RECTORIAL ELECTION.

The usual wild scenes accompanied the rectorial elections at Scottish Universities the other day. At Aberdeen, for instance, the time-hallowed fight for the standards took place in the quadrangle at Marischal College, although there was but one candidate, Mr. Andrew Carnegie. The pease-meal battle lasted only seven minutes, but was as furious as it was fast.

2. ON STEPS MADE GREASY WITH VASELINE: THE LIBERALS FIGHTING THE CONSERVATIVES AMIDST A HAIL OF EGGS, SOOT, AND PACKETS OF RED, YELLOW, AND BLUE PIGMENT AT EDINBURGH.

At Edinburgh, where Lord Minto defeated Lord Crewe, the Liberals' attempt to rush the steps held by the Conservatives resulted in a particularly mad scramble, for the former had greased the steps with vaseline, which did not help the advancing force, which was met also by a hail of eggs, soot, and packets of red, yellow, and blue pigment.



MR. JOHN DILL ROSS.

Author of "Sixty Years—Life and Adventure in the Far East,"  
By Courtesy of the Publishers, Messrs.  
Hutchinson and Co.

It is just six years since Lord Curzon left India, and thirteen since he became Viceroy. The early years of his rule showed a crowded record of reforms, facilitated by happy financial conditions, unshadowed by any controversy acute enough to be echoed in London. The final chapter is the story of his disagreement with Lord Kitchener. Mr. Lovat Fraser, in "India under Curzon and After" (Heinemann), recounts with fidelity what the Viceroy did—in itself not a very easy task—and, further, has written a book about Indian affairs which does not contain a dull page. For the first time the public, which does not read Blue-Books, is told in non-technical language on what points exactly the Viceroy and the Commander-in-Chief differed. But this unhappy quarrel fills only a very small part of his volume. Lord Rosebery has pointed out that no British Prime Minister in our time can possibly exercise the close supervision over the several departments of State which to Sir Robert Peel was a matter of course. But the Indian Viceroy, if he is to govern as well as reign, must himself do a great deal of the work which at home is divided between the Foreign Secretary, the Home Secretary, the Chancellor of the Exchequer, the Board of Trade, the Local Government Board, and half-a-dozen minor Ministers. He has his Cabinet, but (like the United States Cabinet) it consists of officials, and the driving-power which gets things done is in India far more than in England a question of personality. It does not necessarily follow that a peculiarly predominant Governor-General is at all times the best ruler, but an Indian Viceroy with ideas stimulates the conduct of government to an amazing extent. Lord Curzon's rule in India is too recent for the historian, but the memory of it is just entering that inevitable stage in which events of the greatest importance have ceased to be fresh in the public mind. Mr. Fraser (whose knowledge of India is wide, and whose editorship of a great Anglo-Indian newspaper equips him with that blend of intimacy and detachment so rarely to be found) goes concisely through each aspect of the period—frontier affairs, partition of Bengal, police reform, education, public works, famine and plague. We cannot attempt any criticism of his views, but we can recommend the book whole-heartedly as something much more matured than journalism. The author is a panegyrist of Lord Curzon, but does not hold him infallible. Possibly he has not been careful enough to bear testimony always to the very excellent things done under greater difficulties by men who worked in India before his subject landed. Mr. Fraser, like

### Lord Curzon in India.

many others, does not realise how immensely Lord Curzon's path was smoothed by the tact and sympathy of Lord George Hamilton as Secretary of State. And, writing for a public to whom the names of Indian officials are unfamiliar, he might have said a little more of some of the Indian civilians, such as the late Sir Herbert Risley, without whose untiring industry and exact knowledge a reforming Viceroy could have made little effectual progress.



AFTER RESIGNING WHAT HE DESCRIBED AS "THE DREAM OF MY CHILDHOOD, THE FULFILLED AMBITION OF MY MANHOOD": LORD CURZON'S DEPARTURE FROM BOMBAY ON NOVEMBER 18, 1905.

At a farewell dinner in Bombay two days before he left, Lord Curzon said of the Viceroyalty of India, which he had resigned: "It was the dream of my childhood, the fulfilled ambition of my manhood, and my highest conception of duty to the State. . . . I resigned for . . . two great principles, . . . the subordination of military to civil authority, . . . and the payment of due regard to Indian authority in determining India's needs."

From "India under Curzon and After," by Lovat Fraser, by Courtesy of the Publisher, Mr. William Heinemann.

## LITERATURE



MR. LOVAT FRASER.

Author of "India under Curzon and After," published by Mr. William Heinemann.

Photograph by Beresford.

### Sixty Years in the Far East.

It has been said that everybody could write one good novel if he but produced a faithful record of his own life. Under the thin disguise of John Dillon Northwood we fancy that the author has portrayed himself and his own career in "Sixty Years: Life and Adventure in the Far East," by

John Dill Ross (Hutchinson and Co.) It is fascinating reading, romantic reading, and good reading. It is satisfactory to find that even in the decadent nineteenth century, when the spirit of our Viking forefathers was supposed to have been tamed, and "the age of miracles," according to the current phrase of the day, was said to be passed, there were still in existence splendid Norsemen whose exploits read like echoes of the great days of Sir Walter Raleigh and Sir Francis Drake. Old Captain Northwood, the real hero of the book, a sort of unregenerate and nautical Colonel Newcome, is the type of the old Berserker; his splendid character shines forth from the excellent portrait with which his son's filial piety has illustrated the book, and illumines the whole story. How that splendid navigator, single-handed, fought a fleet of Chinese pirates, how he founded a big trade in Borneo and Singapore, and how he became a virtual monopolist, is thrilling reading. No less delightful is the picture of his home life, the training of his wonderful son, who, possessed of the finest character, the most magnificent courage, and more than ordinary ability, was the *enfant terrible* of every office into which he was put. The scrapes which both father and son got into and got out of would have done credit to Captain Kettle. There is something Homeric and epic about it all. The humour of the book is not its least merit. On nearly every page we find glorious stories, full of grotesquely humorous situations, and all of them bearing the impress of absolute fidelity to truth. The rise of young Northwood, his development into a merchant prince, his betrayal and ruin, read like one of Dumas' romances. But though he was ruined, and his enemies triumphed over him, his indomitable spirit was not quelled, and his British pluck led him to fresh victories and fresh and even more ludicrous defeats. The picture given of the life in the Far East is graphic and true, and though the author may regret that the days are over when Great Britain monopolised the trade of those climes, the conviction is borne in upon us that perhaps British commerce, and even the interests of civilisation, have not suffered by the introduction of a little healthy foreign competition. Mr. Ross has produced one of the most remarkable, the most entertaining, and the most interesting books that we have come across for many years.



A VOLCANO INTO WHOSE FIERY CRATER YOUTHS AND VIRGINS WERE ONCE THROWN: THE BROMO, AND PART OF THE SAND SEA, IN JAVA.

"The famous Bromo and its wonderful Sand Sea form one of the marvels of the world. . . . The Sand Sea . . . is ribbed by the action of the winds, just as the real sands by the tides. . . . The natives fling into its flaming crater offerings of goats, fowls, fruits, and money. Time was when youths and virgins were thrown into the fiery abyss to appease the spirits of the mountain."

Reproduced from "Sixty Years: Life and Adventure in the Far East," by John Dill Ross; by Courtesy of the Publishers, Messrs. Hutchinson.

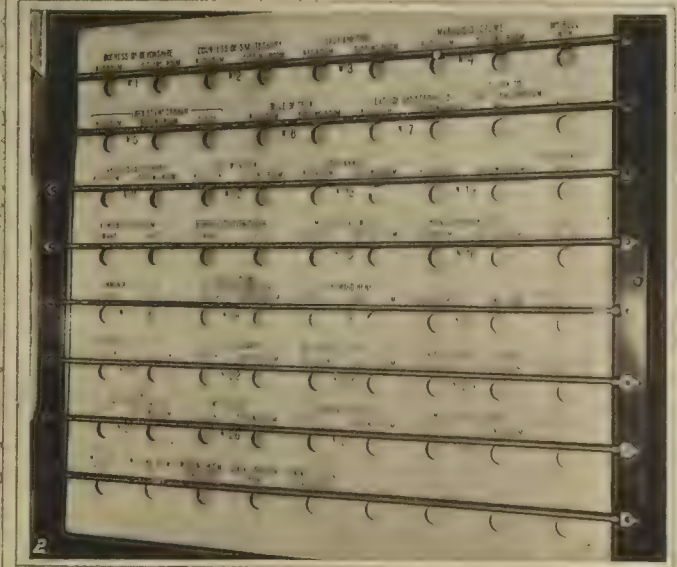


A STRANGE MOUNT FOR A POLICEMAN: A MEMBER OF THE MOUNTED POLICE OF THE CHARTERED COMPANY OF BRITISH NORTH BORNEO.

"The Chartered Company of British North Borneo, with a capital of a million sterling, was announced, whose task was to govern and develop a country extending over an area of some thirty thousand square miles."

# THE CORONATION DURBAR SHIP: THE ROYAL QUARTERS ON THE "MEDINA."

PHOTOGRAPHS BY RECORD PRESS, CRIER, AND SHK.



1. WITH HER MAJESTY'S CIPHER ABOVE IT, THE DOOR OF THE QUEEN'S SITTING-ROOM ON THE "MEDINA."
3. ONE OF THE QUEEN'S FOUR ROOMS, HER MAJESTY'S BED-ROOM.
5. SHOWING HIS MAJESTY'S SWINGING COT, THE KING'S BED-ROOM.

2. AN OFFICIAL LIST! THEIR MAJESTIES' SUITES AS DISCLOSED BY THE ELECTRIC BELL-INDICATOR.
4. WITH MOSQUITO-CURTAINS DRAWN, THE QUEEN'S BED.
6. FOR USE WHEN CIGAR OR CIGARETTE CALLS, THE ROYAL SMOKING-ROOM.

The furnishing of the state apartments on board the "Medina," the new P. and O. liner which is to take the King and Queen to India, has been carried out in accordance with their Majesties' own ideas. The Queen's suite is on the starboard, the King's on the port side, and each consists of a sitting-room, bed-room, dressing-room, and bath-room. The dominant colour of the King's rooms is blue. In his bed-room he has a simple swinging

cot, in which the motion of the ship is felt very slightly. In the Queen's apartments the carpets and upholstery are in pale green, and the panelling in ivory white, the furniture being of inlaid satinwood. She has a metal bedstead and a swinging cot in the dressing-room for use, in bad weather. The Queen has bookshelves by her bed, with an electric reading lamp, and the King has a big bookcase in his sitting-room.



Camera-Portrait by Hoppe.



The central figures are those of Fraulein Poldi Müller as Mariette, a Parisian grisette; M. Emile Agoust as Rodolphe, a painter; and Miss Greville Moore as Julia, a dancer.



To sing at the London Opera House, which is to open on Monday: Mme. Lina Cavalieri.

Photo, Laidie Charles.

## MUSIC.

THE first "Ring" cycle has made a most favourable impression, largely, perhaps, because so many people prophesied disaster, or, at least, something considerably below the level of the familiar performances under Richter. Herr Schalk does not see the "Ring" as Richter sees it. To the younger man the dramatic rather than the epic quality of the work is of supreme importance, and there were evenings on which certain parts of the opera presented seemed to lose the tendency to tediousness that they assume when the dramatic quality is subordinated. Herr Schalk is extremely alert, vigorous, and straightforward. He has a keen rhythmic sense, and allows nothing to drag. Of the leading performers, Herr Cornelius, as Siegfried, emphasised the lyrical side of the part, though one could have wished that his tendency to save his strength for the last hour of the evening had not been quite so apparent. The part of Brünnhilde was shared by two artists, Mme. Rusche-Endorf and Mme. Salzmann Stevens. The last-named looked the part to perfection, but did not quite realise the truth that Brünnhilde is one of the Immortals, or, if she did realise it, was unable to convey the conviction to her audience. She was a very human woman rather than a goddess and daughter of Wotan. The other lady did not quite look the part, but sang it with distinction. Herr Kiess, in the part of Alberich, sang and acted extremely well; but Herr Bechstein, as Mime, must have offended a few who do not care to see the part touched with low comedy.



Photo, Foulsham and Banfield.

TO PLAY THE NUN IN THE GREAT SPECTACLE, "THE MIRACLE," AT OLYMPIA: Mlle. TROUHANOWA.

He was exceedingly droll and human, however, even if he did indulge a little too much in the humorous aspect of the strange creation. That there should be a certain number of blemishes, that all the singers should not be equally competent, was inevitable; the perfect performance of the "Ring" cycle will in all human probability never be given. But, all things considered, the first cycle was worthy of the crowded houses that gathered to attend it. Some of the achievements, both on the stage and in the orchestra, were delightful, and doubtless both the second cycle, now in progress, and the third, which is to come, will be even better than the first. In order to make room in the short eight weeks season for this third cycle, "The Flying Dutchman" and "Lohengrin" will not be given, but the rest of the original programme will be carried out.

The London Symphony Orchestra has opened its autumn season, and Sir Edward Elgar, the newly established conductor, has been received with great favour. He is not yet very experienced in directing an orchestra, but is, of course, a very experienced musician, and his reading of the Third Symphony of Brahms put his individuality to a severe test, from which it emerged successfully. Perhaps the overture to "The Meistersingers" sounded a trifle too emphatic, and there were moments when the brass appeared to be enjoying itself too much. Even when the Elgar Concerto was being played by Kreisler, it was inclined to be harsh and strident, but the whole performance was received with enthusiasm.

On Tuesday next the Philharmonic Society will inaugurate its hundredth season under the direction of Herr Mengelberg, who brings a considerable reputation with him from Amsterdam. Rachmaninoff will be the pianist, and



Photo, Foulsham and Banfield.

MR. ARNOLD BENNETT'S NEW PLAY AT THE ROYALTY: MISS MARIE TEMPEST AS FLORA LLOYD, MR. GRAHAM BROWNE AS CEDRIC HASLAM, AND MR. BASIL HALLAM AS CHARLES HASLAM.

will play his own compositions. It is announced that Mr. Francesco Berger has resigned his office of honorary secretary to the Philharmonic Society, after holding it, to the Society's considerable advantage, for nearly forty years. He is succeeded by Mr. William Wallace, whose energy and talents will find full scope in the work associated with our premier musical organisation.

At the Queen's Hall this afternoon Dr. Walford Davies will conduct the first performance of his new symphony. It is safe to be a work of the first importance, for Dr. Davies ranks among our most accomplished musicians, and does not speak unless he has something to say.



Photo, Foulsham and Banfield.

THE NEW BALLET AT THE ALHAMBRA: THE SCENE IN THE RESTAURANT, IN "1830." The central figures are those of Fraulein Poldi Müller as Mariette, a Parisian grisette; M. Emile Agoust as Rodolphe, a painter; and Miss Greville Moore as Julia, a dancer.

Mme. Pavlova has now come to Covent Garden to fill the rôles allotted hitherto to Mme. Karsavina. At the conclusion of her engagement at the Opera House she is going to make a long provincial tour, which will doubtless appeal to the thousands who have heard of her gifts and graces, but have been unable to go to London and realise them for themselves.

## ART NOTES.

OWING to the concerted regard of artists, dealers, and the public for a slender and superfluous art, some thousands of modern water-colours are on view in the galleries of London. Among the best of them are Sir William Eden's at Obach's and Colnaghi's in Bond Street, and Mr. W. Taylor's and Mr. Fox-Pitt's at Carfax's in Bury Street. These particularly recall the days when the dilettanti of Bury amused themselves with brushes, blue paper, and a manner all borrowed from Gainsborough. Their drawings were as fugitive as their fugitive verses. Water-colour is a medium still fit for the amateur, with a difference. To-day the amateur is not seldom a better water-colourist than the professional. Sir William Eden's art has, with Mr. Brabazon's, been called "the art of the car"—the art of those who lunch and paint (and paint as fastidiously as they lunch) by the chosen roadsides of the world. Perhaps Mr. Brabazon was never in a motor-car, but the phrase may pass for its suggestion of the ease and luxury of his touch. Who knows but that even culture flourishes more finely among cushions than in the pack of the pedestrian "pro"? Sir William Eden's brush makes open confession of easy circumstances; it never grows stiff under compulsion or necessity.

Even the Royal British Artists are touched with the swift freedom of Brabazon. The water-colours in Suffolk Street have never before been brushed into existence with such energy and enthusiasm. Mr. Owen Merton's "Fonterabbia," Mr. Eve's "Berncoale Palace," Mr. D. G. Wells's "Mother and Child," Mr. Arthur Richardson's "The Stilly Night," and Mr. Frederic Whiting's "Portrait Group" all suggest a new-found ambition for spaciousness and liveliness of execution. A sketch at a regatta by Mr. Cecil King, and seas and shores by Mr. Eves and Mr. Hely Smith, are freely handled; the sea-breeze has found its way into their "dippers." Mr. Linley Richardson, Mr. Hawksworth, and Mr. Arthur Ellis are also of a group that promises well for the future gaiety of the Galleries. And Mr. Linley Richardson, in "The Maori Tangi (Funeral)," makes assurance of another and rarer talent.

Among the oil-paintings at the R.B.A., the aggressive and inconsiderate cleverness of Mr. Joseph Simpson's "Summer" gives a look of dowdiness to the rest of the large room. Mr. Simpson's colour is crude, his composition assertive. The green apples ("Golly, what a green!" as Stevenson's young man might say) are thrown down among his chalky whites with a large relish for strong contrast. Here is an artist who has the enterprise to search for the limits of his medium; he enjoys his adventure on the edge of artistic possibility, and is growing so sure-footed on daring paths that to watch him is entertaining. Mr. Alfred Hartley's "Silvery Night" has distinction, and the Countess von Gleichen's interior no little ability. Mr. Rooke, Miss Helen Wilson, and Mr. Leslie Badham are other notable exhibitors in Suffolk Street.

E. M.

## FROM THE WORLD'S SCRAP-BOOK.



*Photo. Record Press*  
A NORTH POLE CLAIMANT IN "NORDLAND": DR. COOK TALKING TO SOME OF THE ESKIMOS AT A BERLIN EXHIBITION.

Dr. Cook, the very much-discussed North Pole claimant, recently visited the "Nordland" Exhibition at Berlin, where he is seen in our photograph chatting with some Eskimos. Not long ago he arranged to lecture in Copenhagen, when he received a less hearty reception than on the memorable occasion when he first made his announcement there.



*Photo. Illus. Bureau*  
"A CHAMPION STOP" WHICH AVERTED A TERRIBLE DISASTER: THE LOCAL TRAIN RUN INTO BY THE AMERICAN BOAT EXPRESS NEAR STAFFORD, SHOWING THE DAMAGE DONE TO IT.

On Saturday of last week the American boat express from Euston to Liverpool ran into a local passenger train just outside Colwich Station, seven miles south of Stafford. The driver of the front engine of the express, George Sims, saw a danger signal when about 300 yards from the local train, and reduced speed from forty to fifteen miles an hour—"a champion stop," as he described it. The last carriage of the local train was telescoped, and three men were injured. Except that the front engine was derailed, practically no damage was done to the express.



*Photo. Berthelom et*  
THE SPIRIT OF THE FRENCH REPUBLIC IN SCULPTURE: A MODEL OF PART OF THE NEW MONUMENT TO THE NATIONAL CONVENTION.

Some years ago the sculptor Sicard was commissioned to execute a monument to the French National Convention for the Pantheon in Paris. Recently a plaster model of a portion of the work was set up in position for the purpose of judging the site selected. On the left are members of the Convention halting the spirit of the Convention. On the right is a group of soldiers.



*Photo L.N.A.*  
THE CENTRE OF THE YOUNG TURK MOVEMENT: THE YOUNG TURKS' CLUB IN CONSTANTINOPLE.

Most great political movements are fostered, if not originated, in clubland, where men meet and exchange ideas which are afterwards developed on the platform. Thus the Young Turk Club at Constantinople may be called the centre of the progressive movement in Turkey.



*Photo, L.N.A.*  
A CONFLAGRATION WHICH DESTROYED 250 HOUSES: RESULTS OF THE GREAT FIRE IN STAMBOUL.

On October 21 a great fire in Stamboul, the native quarter of Constantinople, destroyed 250 houses, including many large mansions of rich Turks. Such disasters are of frequent occurrence, owing to the lack of water supply. In a fire last July more than 5000 houses were burnt.



THE NEW PALACE OF MUSIC: THE LONDON OPERA HOUSE BUILT BY MR. OSCAR HAMMERSTEIN IN KINGSWAY: THE ENTRANCE HALL AND THE AUDITORIUM. It is little more than twelve months since Mr. Oscar Hammerstein was looking for a site for his new opera house. Now it is finished, and ready to be opened on the 13th of this month—a notable instance of American "hustle." The first opera to be produced is Jean Nougues' "Quo Vadis?" and in the same week Resini's "William Tell" and Bellini's "Norma" will be given. Massenet's "Don Quichotte" is announced for the second week. The season will run for twenty weeks. The chorus consists of about 125 English voices, and, including also the ballet and "supers," some 400 people will appear in the larger productions, while 100 instrumentalists have been engaged for the orchestra. The building has cost about £200,000.



## IN THE CITY ONLY SIXTEEN CHRISTIANS ARE KNOWN TO HAVE SEEN.

IN a popular Indian romance we read of a King whose skill in arithmetic was such that he could make accurate computations at a glance, however numerous the objects to be counted—

"Of the leaves on yonder fruit-tree, Vahuka, and of the fruits  
Wouldst thou know how many are fallen?  
One above a hundred there,  
One leaf here above a hundred, and one fruit,  
O Vahuka,  
And of leaves are five ten millions hanging on those branches two."

Without this talent, which few besides the Raja seem ever to have possessed, it is difficult to give any precise estimate of the world's Mohammedan population, for the census, as we know from both Testaments, is not a popular institution in the East, and Oriental figures, even where they are not products of the fancy, have a tendency towards rotundity. Many a historian has fallen into error by thinking that an Oriental's seventy meant seven times ten, or that his 365 meant a number exactly equal to the days of the year. Hence it comes that estimates of the total number of Moslems in the world hover between two hundred and three hundred millions, and whereas the Chinese Mohammedans are said by one authority to number thirty millions, another reduces this figure to less than a sixth. Even the lowest estimates, however, make the Moslems a considerable fraction of the human race: a group of considerable importance, even if we avoid the errors of those who estimate human power by numbers, and suppose that a common name implies unity of hearts and aims.

Islam is sometimes described as a missionary religion, and the assertion is occasionally made that every Moslem is a missionary. Possibly they are all the more efficient as missionaries because they ordinarily keep their purpose concealed. The Christian propagandists, at infinite labour and expense, translate the Bible into every known language, dialect, and patois, and gladly bestow it on anyone who will accept it; the Moslem thinks his sacred book defiled by the touch of one who is not a co-religionist. "Jews, Turks, infidels, and heretics," provided they behave themselves with decorum, are welcome in all churches and chapels; the non-Moslem who visits a mosque does so at the risk of being insulted, and in places of being killed. The chief sects of Western Christianity spend huge sums on foreign missions; it may be doubted whether Islam subsidises a single apostle.

Still, though there is little or no organisation of missions, most Moslems are keen about the expansion of their community, and Mohammedan traders and settlers in a pagan community wish to found first a family, then a society, which in order to be influential must be numerous. For these purposes proselytism is required, since the settler may not marry a pagan woman. He starts, then, by converting his wife (or wives), and endeavours to win over their relations; the intellectual superiority of the system to which they now belong



gives their community a social advantage over the neighbours, and thus whole villages become Islamised. In this way the religion has spread with great rapidity in many parts of Africa, such as the Lower Niger, where between 1868 and 1910 large tracts were won over to Islam, and parts of the Sudan. The process is not always perfectly easy; for on the White Nile the women are extremely difficult to convert. It is said that a Shilluk woman would rather die than marry a Moslem, even of her own tribe.

In South India it is thought that in a few years the whole of the lower races will become Mohammedan unless they are soon Christianised. There is no doubt that the Hindu caste-system plays into the hands of the missionaries—those who for some reason or other have lost caste can find a refuge in a system which recognises none. In Europe methods analogous to Christian propagandism are employed by Moslems, but hitherto on a small scale; and the spread of Islam outside the belt is quite insignificant.

Fears are often entertained lest the Moslems of Asia and Africa should unite to re-establish an Islamic empire, and subdue or expel the Europeans resident among them. Similar apprehension has been felt with regard to the negroes, but such an authority as Sir H. Johnston declines to countenance it, on the ground that there is no sentiment of solidarity among the negroes; the negroes do not constitute a community. Undoubtedly, the Moslems do theoretically regard themselves as a brotherhood. And so, too, theoretically, all Christians are brothers. Yet to get the Christians of Europe and Asia to combine in some common religious enterprise would be impossible; and the causes which prevent such combination in their case are to be found among Moslems in an exaggerated form.

1. IN THE CITY VISITED BY THE UNBELIEVER ON PAIN OF DEATH, BUT SEEN, NEVERTHELESS, BY SIXTEEN CHRISTIANS: IN THE MOSQUE AT MECCA AFTER PRAYER.

2. VENDORS OF A LIQUID BELIEVED TO CHOKE CHRISTIANS AND TO WASH AWAY THE SINS OF THE TRUE BELIEVER: WATER-SELLERS AT THE WELL OF ZEM ZEM, MECCA.

As we note elsewhere, it is death for an unbeliever to enter Mecca, and has been so since Mohammed returned there, a victor, in 629. Nevertheless, sixteen Christians are known to have made the pilgrimage—Ludovico Bartemis, "a gentleman of the city of Rome" (1503); Vincent Le Blanc, of Marseilles, who stated that he went there in 1568, but whose accuracy is rather doubted; Johann Wild, of Nuremberg (1607); Joseph Pitts (1680), the first Englishman to visit Mecca; Badia y Leblich, of Biscay (1807); Ulrich Jasper Seetzen, of Sophienroden (1809-10); John Ludwig Bueckhardt, of Kirchgarten (1814-15); Giovanni Finati, of Ferrara (1814); Léon Roches, of Grenoble (1841-42); George Augustus Wallin, of

Aland (1845); Sir Richard Burton (1853); Heinrich Freiherr von Maltzan, of Dresden (1860); Herman Bicknell (1862), said to be the only English pilgrim who did not disguise himself, going to Mecca as a convert; John Fryer Keane, of Whiteby (1877-78); Christian Snouck Hurgronj, of North Brabant (1885); and Gervais-Courtellemont, of France (1894). After having performed the Tawaf and kissed the Black Stone, the pilgrim drinks water from the Well of Zem Zem, which, according to tradition, is that revealed to Hagar in the wilderness. He also has a shower-bath of it, that his sins may be washed away. The very interesting article on this page is by Dr. D. S. Margoliouth, Laudian Professor of Arabic at Oxford.

# WITH FACES TOWARDS THE "CARPET"-COVERED KAABAH AT MECCA.



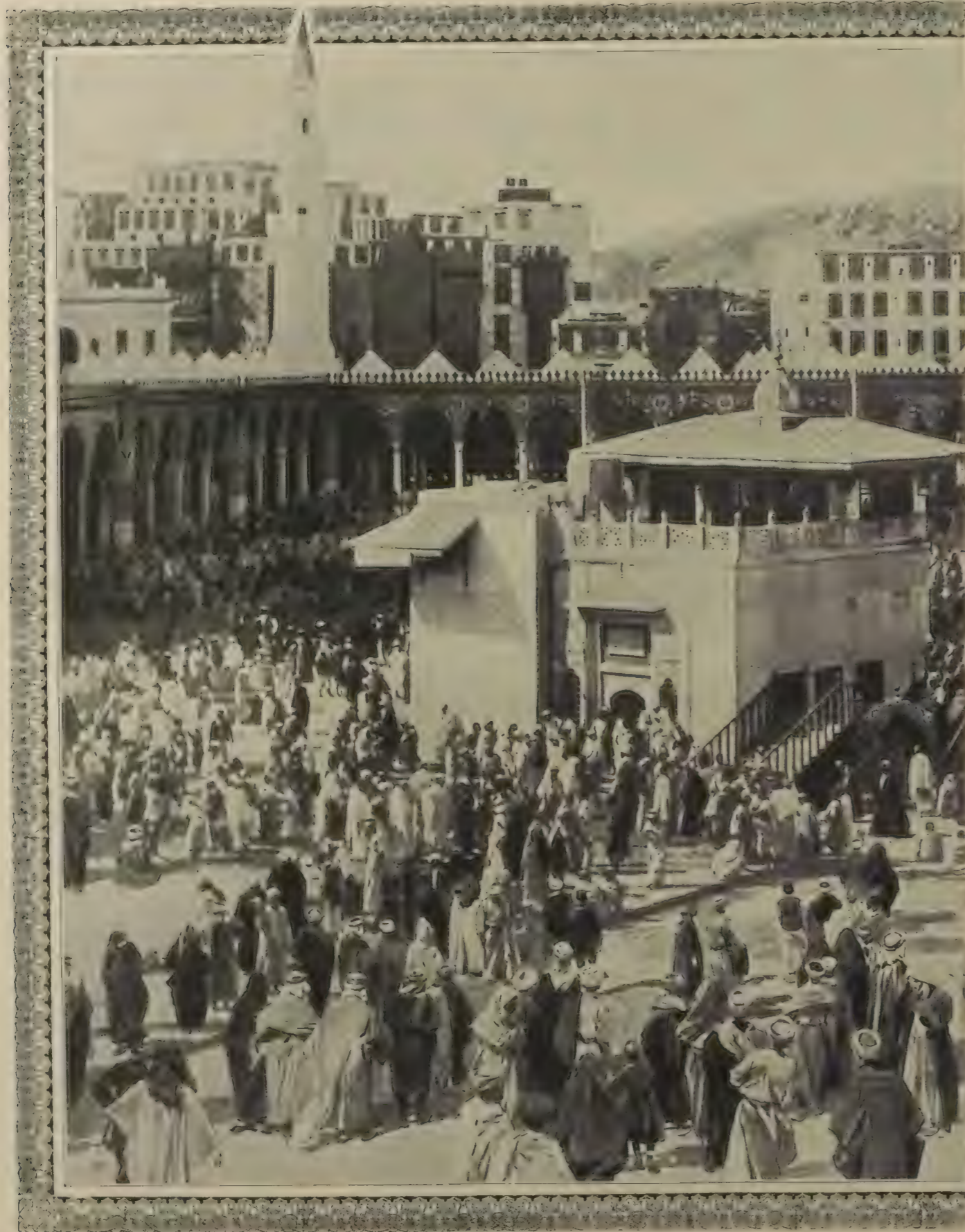
1. AT THE HOLY PLACE ALL GOOD MOHAMMEDANS VISIT ONCE IN THEIR LIFETIME IF POSSIBLE: PILGRIMS AT PRAYER, WITH HANDS TOGETHER AND PALMS UPWARDS, IN ONE OF THE COURTS OF THE GREAT MOSQUE, FACING THE KAABAH.

The pilgrim enters the Great Mosque by the Gate of Salvation, passes through the Arch of Salvation, and then walks seven times round the Kaabah. This done, he kisses the Black Stone, which is set so deeply in a silver boss that his face is well nigh hidden while he does so; drinks water from the Well of Zem Zem, which the majority of Mohammedans believe would choke a Christian; has his sins washed away under a shower-bath of it; then runs seven times between the Sacred Hills of Safa and Marwah. Later, seeking the title of

2. PRAYER IN HEAVEN ON EARTH: MOHAMMEDANS WORSHIPPING BEFORE THE KAABAH AT MECCA, TO WHICH EVERY TRUE BELIEVER'S EYES TURN FIVE TIMES A DAY.

Haj, he hears the sermon preached on Mount Arafat, rushing to Muzdalifah at the end of it, and there collecting pebbles to take to Muna that, on three days, he may throw seven stones at each of the three Devil's Pillars. At Muna also he sacrifices a sheep while its face is turned towards the Kaabah. Then he may take off the Ibrahm, the pilgrim garb, and have his head shaved. It is good to enter the Kaabah after having come back from Muna. Last of all comes the Little Pilgrimage, to a mosque some three miles from Mecca.

ONCE THE SHRINE OF IDOLATROUS ARABS: THE HOLY OF HOLIES OF THE



BELIEVED TO BE A PART OF HEAVEN ON EARTH AND GROUND WHICH WILL RETURN TO  
SHOWING THE CUBE-SHAPED KAABAH.

In the year 622 A.D., Mohammed fled from Mecca, his birthplace, to Medina; from that time dates the *Hegira*, or Mohammedan era. Seven years later he returned to Mecca, a victor; from that time it has been death for an unbeliever to enter the city. Mecca, indeed, is the holiest ground of the Mohammedans, and the Great Mosque is the Holy of Holies. Despite all the precautions taken and the great danger of such an enterprise, several Christians have contrived to make the pilgrimage. From their accounts and, especially, from the photographs of M. Gervais-Courtellemont, the world in general has gained its knowledge of Mecca. The Great Mosque, which is here illustrated, stands on ground which, says Arab tradition, is the centre of the world, on ground which is a part of heaven on earth, and will return to heaven on the Last Day. Almost in the centre of the square is the Kaabah, once the shrine of idolatrous Arabs. To quote Mr. Augustus Ralli's most fascinating work, "*Christians at Mecca*" (Heinemann): "The present building dates from the middle of the seventeenth century; its reconstruction was due to damage

FAITH OF WHICH THE SULTAN OF TURKEY, SUCCESSOR OF MOHAMMED, IS HEAD.



HEAVEN ON THE LAST DAY: THE GREAT MOSQUE AT MECCA DURING THE PILGRIMAGE,  
COVERED WITH THE BLACK SACRED CARPET.

inflicted by the heavy rains. In form the Kaabah is massive, cube-shaped, and flat-roofed, 38 feet by 30 square, and 40 feet high. It is built of grey stone, but concealed by a black covering made of silk and wool, whereon an inscription from the Koran is worked in a silver band. This covering is the *Kiswah*, or Sacred Carpet, the yearly gift of the Sultan of Turkey . . . It is conveyed to Mecca at the time of the pilgrimage. . . . The old covering is then removed, cut up, and sold at high prices to pilgrims. A waiteest of it would make the wearer invulnerable. . . . Without the Kaabah, sunk in one of the sharp angles of the wall, is the Black Stone, disclosed by an opening in the cloth. It is said to have been given to Abraham by the Angel Gabriel, but in reality is the most venerated of the 360 idols that were once worshipped in the Kaabah." It is generally agreed that the stone is an *acolite*. Of the small buildings about the Kaabah, the chief is that of the well of Zem Zem. On entering the mosque the pilgrim walks round the Kaabah seven times, a ceremony known as *Tawaf*. Then he kisses the Black Stone and drinks Zem Zem water.

## THE CEREMONY WHICH GIVES THE PILGRIM THE TITLE OF HAJ: THE SERMON ON MOUNT ARAFAT.



WHERE, ACCORDING TO LEGEND, ADAM AND EVE MET AGAIN AND RECOGNISED EACH OTHER AFTER THE HUNDRED YEARS OF SEPARATION WHICH FOLLOWED THEIR BANISHMENT FROM EDEN:  
 PILGRIMS LISTENING TO THE PREACHING OF THE IMAN MOUNTED ON A CAMEL, ON ARAFAT, NEAR MECCA.

Much general interest centres in Mecca at the moment for several reasons. In the first place, the Holy Carpet, or covering for the Kaabah, left Cairo on its way to the Mohammedan "Holy of Holies" on the 21st of last month. Further, the Sultan of Turkey, by virtue of his position, is head of the Mohammedan faith, the successor of the Prophet; and there has been much talk of the possibility that a Holy War might be preached against Italy. It was even said the other day that Enver Bey had hastened across Egypt, in disguise, to take command in Tripoli, and, more particularly, to bring the great Senussi sect to the aid of the Crescent and against the Cross. This has been denied; but it has not yet been denied that Enver Bey is on North African soil; and there are those who still believe it not altogether unlikely that the present campaign will end in a Holy War of extraordinary magnitude.

With particular regard to the illustration above, it should be said that the sermon preached by the Iman (mounted on a camel, as was Mohammed when he addressed his followers) on the summit of Mount Arafat, is one of the chief events of the pilgrimage: those who hear it have a right to the title of Haj. Legend has it that it was on the summit of Arafat that Adam and Eve met and recognised each other after the hundred years of wandering that followed their dismissal from Eden. The supposed place of this meeting on the summit is marked by an obelisk. This is seen in the photograph. After the sermon, there is a dangerous rush to the village of Muzdalifah, where each pilgrim collects pebbles, that on the next three days he may throw seven stones at each of the three so-called "devil's pillars" at Muna.

## STRENGTH WHICH WOULD MAKE A HOLY WAR A DANGER TO THE WORLD.

DRAWN BY W. B. ROBINSON.

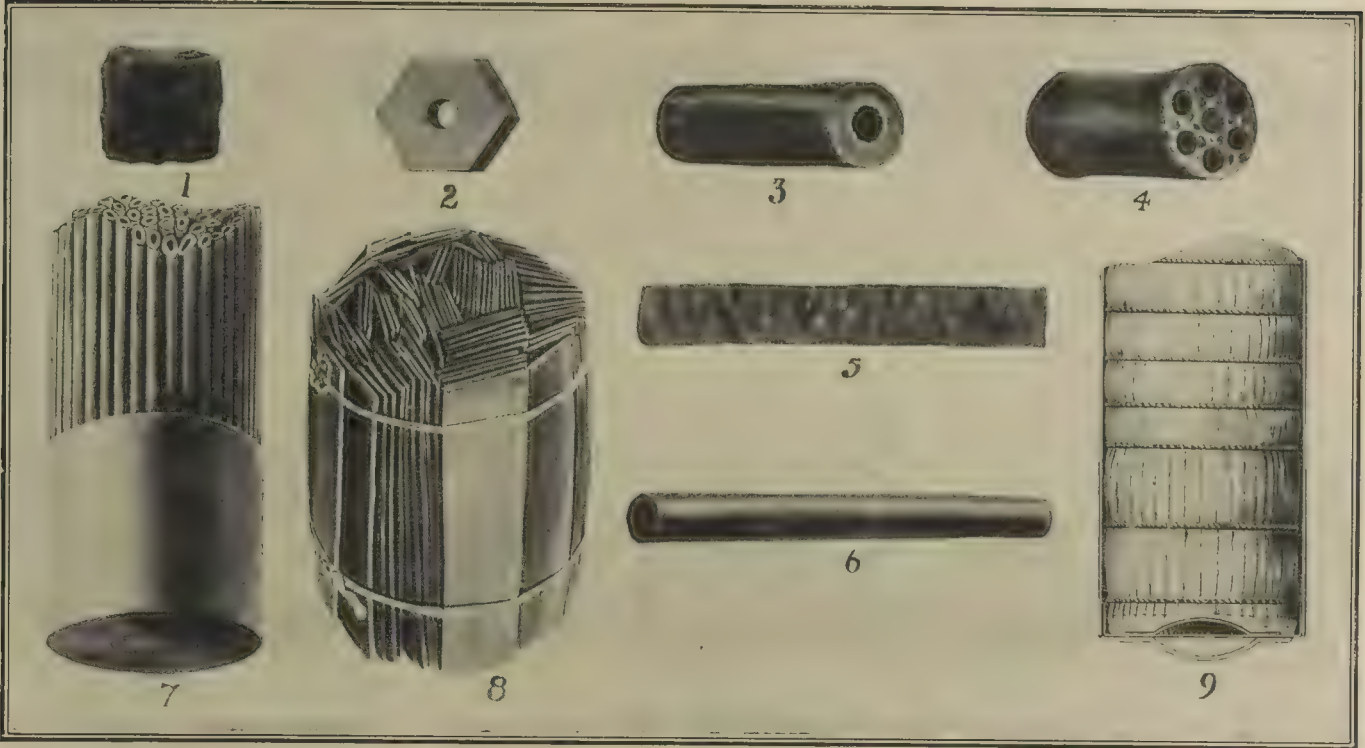


## THE DWELLING-PLACES OF THE TRUE BELIEVERS: MOHAMMEDANISM, THE CENTRES OF ITS POWER AND OF ITS WEAKNESS.

As we note elsewhere, there has been considerable talk of the possibility of Turkey organising a Holy War against Italy. There are at least as many who believe that this will come as there are those who believe that it will not. To quote an article on another page of this Issue: "Undoubtedly, the Moslems do theoretically regard themselves as a brotherhood. . . . And so, too, theoretically, all Christians are brothers. . . . Yet to get the Christians of Europe and Asia to combine in some common religious enterprise would be impossible; and

the causes which prevent such combination in their case are to be found among Moslems in an exaggerated form." Besides, the history of the Sudan campaigns shows that fanatical bravery is useless against European science; and where there is European science, there the fanaticism which would find vent in a *jihad* is wanting. The figures given are the best that can be obtained: it is impossible to give exactly the number of the Mohammedans of the world, for the census is by no means welcome in many places.

*The "Liberté" Disaster: The Powder Blamed; and Other Explosives.*



1. PRISMATIC BLACK POWDER.  
2. BLACK POWDER HEXAGONAL PRISM.  
3. GERMAN NITROGLYCERINE TUBULAR POWDER.

4. AMERICAN NITROCELLULOSE POWDER, MULTIPERFORATED.  
5. STRIP OF FRENCH B. POWDER.

6. PIECE OF CORDITE.  
7. BUNDLE OF TUBULAR POWDER.  
8. BUNDLE OF STRIP POWDER.

9. SHALLOON BAG. THE BUNDLES OF POWDER ARE PLACED INSIDE THE BAG; NOTE THE PRIMER OF BLACK POWDER.

The report of the Commission appointed to inquire into the "Liberté" disaster was issued the other day. It disposes of the sabotage theory, and suggests that B. powder was responsible for the explosion by approving of the Minister of Marine's decree that all B. powder over four years old should be destroyed by being sunk in the sea. The paragraph dealing with the cause of the affair reads: "The catastrophe was due to the ignition of a cartridge of powder in one or other of the two forward starboard magazines, and almost undoubtedly in the upper one, in which was stored the powder known as 'B.M. 13 a.m. 8-2-06.'" It is the custom for war-vessels to carry two kinds of powder, the old for practice in times of

peace, the new for war use. The "Liberté" had both in her magazines. B. powder will not explode by itself, but burn—thousands of pounds of it will burn without causing an explosion. A cartridge of it will even explode without causing those packed with it to explode. But if it is near black powder, the burning powder or exploding cartridge is more than likely to cause havoc, for the black powder will explode under the slightest shock, the least friction. The Commission point out that, to the best of their belief, the outbreak started in the upper forward magazine, where the new powder was stored, and almost immediately extended to the lower magazine carrying the older powder.

*Guarding Against "Mona Lisa" Thefts: Paintings Locked to the Wall on Rods.*



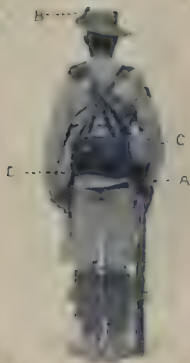
BEING TESTED AT THE LOUVRE: A DEVICE WHICH PREVENTS THE REMOVAL OF PICTURES BY UNAUTHORISED PERSONS.

Since the world-famous "Mona Lisa" was lifted from its place on the wall of the Louvre, experiments have been made with a view to discovering a device calculated to make such a theft difficult, if not impossible—or, at least, a matter of many minutes instead of a few seconds. (Such an invention is here illustrated. Each line of pictures is fastened directly or indirectly to a rod on the wall and can only be released as a whole. Figure 2 shows one of the

end bearing-brackets with the rectangular rod which holds the pictures in place turned flat, the lock lever being down. When the rod is in this position, it locks all the frame attachments to itself. In place of a lower frame or picture, a skeleton frame is shown; to illustrate the method. Figure 3 shows that when the lever is unlocked and raised, the rod is turned edgewise, so that pictures can be lifted up and off it.—[DRAWN BY W. B. ROBINSON.]

## THE LITTLE WAR OF PUNISHMENT AND EXPLORATION.

THE ABOR EXPEDITION ON THE NORTH-EAST FRONTIER OF INDIA.



1. IN MARCHING ORDER: A MAN OF THE 8TH GURKHAS, TYPICAL OF THE NATIVE "TOMMIES" ENGAGED.

2. WITH THE QUICK-FIRER PRESENTED BY COLONEL LUNSDEN: THE MAXIM DETACHMENT OF THE ASSAM VALLEY LIGHT HORSE, WHICH ACCOMPANIES THE EXPEDITION.

3. IN FIELD SERVICE ORDER: A MAN OF THE 8TH GURKHAS, TYPICAL OF THE NATIVE "TOMMIES" ENGAGED.

4. "CHRISTENING" THE RECRUITS OF THE 2ND SIKH PIONEERS BEFORE THE START FOR THE FRONT: IMMEDIATELY AFTER THE REMARKABLE CEREMONY IN THE GURUDWARA.

5. AT THE BRITISH BASE: A GURKHA SEPOY OF THE LAKIMPUR MILITARY POLICE ACTING AS SENTRY OVER WORKING PARTIES AT KORO.

6. OF THE TROOPS HOLDING THE BRITISH OUTPOSTS: A CORPORAL OF THE LAKIMPUR MILITARY POLICE.

The chief interest of our latest little war, that against the Abors, is likely to be connected less with the punitive measures to be carried out by the force than with the opening up and describing of country hitherto unknown. It is expected, for example, that the great Tibetan river, the Tsanpo, will be identified with the Dihong and the Bramaputra, as the volume of water in the Dihong, when it joins the Bramaputra, points to its being the Tsanpo; while it is likely that fine falls will be found, as the river drops some 12,000 feet in about 80 miles. The letters on the photographs of the Gurkhas refer to the following: A. the Kukri, the

Gurkha national knife; B. Scarlet tuft of the khaki felt hat; C. Aluminium water-bottle; D. Haversack; E. Aluminium Service mess tin and cover; F. Light Willemsen canvas waterproof with a thick cardigan jacket wrapped up inside it; G. Tent-pole, carried by each rifleman; H. Two semaphore flags. The men are armed with Lee-Enfield rifles '303. The semaphore flags are carried by all Gurkha officers and non-commissioned officers, and about ten per cent. of the men. The worked cover seen over the Granth Sahib (Sikh "Bible") in Photograph 4 was made by the Kensington Art School.

# BUCHANAN'S

## Scotch Whisky



“BLACK & WHITE”

BRAND

## LITERATURE.

**"Home Life in Holland."**

Holland, *la plus clair et uni*—the phrase is Millebeu's—is to the average Englishman a weird confusion of wooden shoon, windmills, broad-beamed natives, canals, and more or less apocryphal costume. Show-places, picture-postcards, posters, and suchlike abomination of desolation sustain him in his dismal preconceptions, and even writers of books, unhindered by their publishers, have not been slow to keep up the trumpery and catch-penny delusion. But Mr. D. S. Meldrum, equipped as few men are for the task, has at last come to the rescue with his "Home Life in Holland" (Methuen), a truly observed, unsensational, minute, and philosophical survey, which loses nothing of authority because on many pages it betrays the hand and the synthetic imagination of the accomplished novelist. He knows the country and the people as few foreigners may, and he goes the right way to work. His first chapter, "Come and let us talk about the water," differentiates the Hollanders at once. It treats of the "Waterstaat," "the key to Dutch temper and Dutch temperament," and, like them, untranslatable: for this branch of the civil service, entrusted with the regulation of the water, exists nowhere else in the world. Mr. Meldrum takes his readers reverently into the inmost sanctities of the home, he describes the citizen and the farmer, he treats of religion and morals, of education, justice, administration, folk-lore and dress, the last a rare sporting adventure: for he went deliberately hunting the mysterious "Houppelande," "the elusive full-sleeved, high-waisted, tall-skirted medieval garment that never was." It eluded him, but he discovered instead the secret, or rationale, of Dutch costume. When he is not statistical, he is exquisitely episodic, and his writing recalls



**"THE DOGS OF WAR": CANINE MEMBERS OF THE ABOR EXPEDITION.**

Two of Major Richardson's war-dogs are accompanying the Abor Expedition on the Assam frontier. They scout with the advance guard, and can wind an enemy a mile away. They do not bark and do not turn back at gunfire.



**AN EXAMPLE OF "MUDDLING THROUGH" FROM TURKEY: THE PRECINCTS OF A MOSQUE USED AS A DUMPING GROUND FOR ARMY CLOTHING.** Apparently the Turkish War Department is engaged in the process known as "muddling through" the war with Italy, at any rate as far as the supply of clothing for the troops is concerned. The photograph shows a heap of uniforms dumped down outside Sultan Ahmed's Mosque at Constantinople.

summer evenings on the Rapenburg in Leyden, when the perfume of limes is in the air, when the peace of *Vacantie* broods over the ancient university, when

*cubacula locanda* (lodgings to let) appears in landladies' windows, "and the pulse of the town beats low." He gives us a glimpse, too, of the semester and of students' festival days; he takes us to a rural *kermesse* and to a civic wedding. His interiors have the touch of an Israel's in prose; in his avowedly literary moments he gives us such memorable essays as the "Shades of the Rapenburg," where he evokes great Dutchmen, Englishmen, Irishmen, and Scotsmen, whose names are on the books of Leyden, or written in her history. It is good company there with Rembrandt, Sir Thomas Browne, Noll Goldsmith, and Jupiter Carlyle. But the whole book is alive with good company, and the *cicerone* himself is unexceptionable.

**Belgium and the Belgians.**

"The Belgians at Home" (Methuen), as now characterised for us by Mr. Clive Holland—whose descriptive pen is very ably supplemented by the pencil and brush of Mr. Douglas Snowdon—are a very different people from their ancestors of Cæsar's time, who, as every school-boy knows, were the bravest of the three races into which the Gaul of that day was divided. Cæsar ascribed this pre-eminent valour of the Belgæ to the fact of their being furthest away from the enervating influences of Roman refinement; and now, curiously enough, it may be said that Belgium, as we

know it, is the country on the Continent which shows most traces of past civilisation. Anyhow, it is now, for its size, the most densely populated land in Europe, though it does not follow that the bravery of its people is in inverse ratio to the culture of which they are the heirs. Its beautiful churches, instinct with the spirit of the Middle Ages; its picturesque châteaux, its quaint old towns, its historic rivers, its art-galleries, and its hundred-and-one other attractions—what would Europe be without it, and what would the British, and still more, perhaps, the American tourist do without his Belgium? What, moreover, would the British soldier have done without Belgium as the

(Continued overleaf.)

## Sanatogen Brings New Health and Nerve Force.

"The effect of Sanatogen upon me has been most remarkable. Nothing that I have taken for years has given me the same sense of vigour and restored circulation that Sanatogen has done."

These words of Madame Olive Schreiner, the well-known author, express what is felt by millions of people who have gained new health and nerve force from Sanatogen.

For instance, Sir Luke White, M.P., writes: "My experience of Sanatogen confirms the medical opinion. It has a distinct restorative effect, and I no longer have that feeling of fatigue."

All who have "That feeling of fatigue"—Nature's warning signal of nervous debility—should at once begin to take Sanatogen and thus experience for themselves its "distinct restorative effect."

The medical opinion of Sanatogen, to which Sir Luke White refers, is expressed in over 14,000 original letters, signed by responsible practising physicians, who commend Sanatogen because of the excellent results which they have obtained from it in cases of nervous exhaustion, brain-fag, sleeplessness, depression, lassitude, anæmia, digestive disorders, and wasting diseases.

Dr. Andrew Wilson, the well-known medical author, writes: "I have found the ideal tonic and restorative in Sanatogen. Recovering from influenza and suffering from severe weakness, I gave Sanatogen a fair trial, and without the use of any other medicine or preparation, I was restored to health."

Everyone can personally test the truth of these statements by writing for a free sample of Sanatogen to Messrs. A. Wulff & Co., 12, Chenies Street, London, W.C. Kindly mention this paper and enclose two penny stamps for postage, etc. All chemists sell Sanatogen, price 1s. 9d. to 9s. 6d. a tin.



THE GIFT OF HEALTH



# JUNORA

## WINE OF HEALTH.

JUNORA is an entirely new kind of nerve nutrient. It is a light palatable dry wine, skilfully blended with Lecithin-ovo and specially selected herbs. It supplies those natural phosphates which feed the nerves and brain. It invigorates the whole body, and creates a healthy appetite.

### "The Irritability of Weakness."

*An important letter from a doctor.*

"I find that your JUNORA wine is very excellent in the treatment of that condition of the nervous system which is known as the 'Irritability of weakness.' This state is due to exhaustion from illness or worry from overwork, and is characterised by the ordinary events of life appearing of great gravity to the patient, by a troublesome insomnia, due at the time only to the thought of the day's work of the morrow.

"The beneficial power of JUNORA is due to the fact that the small amount of alcohol so stimulates the elements of the nervous

system that they are able to assimilate their usual repairing food, Lecithin-ovo. Without the influence of the alcohol the Lecithin-ovo would not be assimilated, and without the Lecithin the cells of the nervous system would not be benefited.

"In my opinion JUNORA is an ideal preparation, being at once a tonic and a food for the nervous system which has fallen below par."

(Signed.)

*(Professional etiquette forbids our publishing the name and address of the doctor who wrote this letter.)*

This is one of the hundreds of letters we are receiving every day from members of the medical profession. Many of these letters testify to the good which the doctors themselves have derived from Junora.

JUNORA can be obtained from most Wine Merchants, Hotels, Stores, Grocers and Chemists with Wine Licenses at 2s. 11d. per bottle. If you cannot obtain it easily, send us 2s. 11d., together with name and address of your dealer, and a full-sized bottle will be forwarded to you, post free in the United Kingdom.

JUNORA, 45, NEW OXFORD STREET, LONDON, W.C.

"cockpit of Europe"—the ensanguined area on which he has fought and won some of his most glorious battles? The British tourist who has been to Belgium without going to see Waterloo must be as devoid of sentiment as Wordsworth's sceptic, who scrupled not to botanise upon his mother's grave. Yes; but when the British tourist does at last get to Waterloo, and goes to see Hougomont, how is military history—according to Mr. Holland—presented to him by his female guide? "Mesdames and messieurs, after the battle, terrible and ferocious, there were found in the well there 600 Frenchmen and 200 English. Such was the bravery of the *brav* English, they killed so many. Marvellous!" And then, a quarter of an hour later, she would say to a French party: "There were 800 English and 200 French found at the bottom of the well at the finish of that terrible day, mesdames and messieurs." But, after all, this Waterloo guide who thus edited her history to suit the predilections of her hearers was no worse than some of our own Irish canvassers for dollars in the New World, who present the question of Home Rule from totally different points of view, according as their audiences are Irish-American or Imperialist-Canadian. It is the lighter, discursive, and anecdotal vein in Mr. Holland's entertaining volume that is its principal charm, for heavy historical reading is not what the tourist wants. Mr. Holland simply deals with Belgium and with its people from the point of view of "a rambler who has at various times cycled and travelled many hundreds of miles along its highways and byways, and has sought to learn something of its past greatness and romance, and to see many of its greatest architectural and art treasures in most of its known and some of its

comparatively unknown towns and villages." It is, in fact, a record of things seen and impressions gained.

"Windsor: The Castle of our Kings, and Some Notes Concerning Eton College," by Arthur Goddard, is the

story of Windsor Castle and Eton College, rather than with the historical. The work is the outcome of many years of collecting and research, and the author has brought to bear on his fascinating theme not only a facile pen, but a genuine enthusiasm and first-hand knowledge.

The work is more lavishly and beautifully illustrated than any previous volume dealing with the subject, and pictures the story of the Castle from the primitive days of William the Conqueror to those of King George V. and the Aerial Post. It contains six full-page photographs, fifteen charming collotype plates mounted on antique paper, some Baxter miniatures reproduced in four colours, and more than one hundred illustrations in half-tone and line. The author and publishers have spared neither pains nor expense to make the book interesting, attractive, rich in production, and worthy of its theme. The price of the work will be one and a-half guineas net; *édition de luxe*, three guineas net.

On his return to Japan after attending the Coronation this summer, Admiral Togo travelled across Canada by the Canadian Pacific Railway, as the guest of the company, who made every possible provision for his comfort. At Niagara Falls he entered the "Canada," the car specially built some years ago for the King and Queen when they made their Canadian tour, and travelled to Banff and thence to Vancouver. The hospitality thus shown to the great Japanese Admiral by the Canadian Pacific Railway was deeply appreciated both by him and by his countrymen. Many other distinguished Japanese have made the journey these courtesies extended by the C.P.R. have done a great deal to strengthen the goodwill of our Eastern allies.



Photo, I.N.A.

MEN WHO HAVE BEEN FIERCELY ATTACKED BY THE TURKS AND ARABS; ITALIAN INFANTRY ENCAMPED IN AN OASIS OUTSIDE TRIPOLI.

The Italian troops holding the outpost lines have had a more difficult task than was anticipated, for the Turks and Arabs have made many fierce attacks upon them. An oasis stretches out into the desert in two directions, and on the Monday of last week the 82nd Infantry and the 11th Bersaglieri holding one part of it were attacked not only in front, but also by Arabs between them and the town, who fired from the walls and buildings of a suburb in their rear, and from behind the countless palm-trees.

title of a luxurious work which Messrs. Jarrold and Sons announce for publication on Tuesday next, Nov. 7. The volume deals with the pictorial and romantic side of the

under similar conditions, and by the C.P.R. have done a great deal to strengthen the goodwill of our Eastern allies.

## Do You Odolise?

Odol, the World's Dentifrice, is the preparation to use, for a few drops mixed with a tumbler of water make an emulsion which will thoroughly cleanse and purify the oral cavity, destroying all injurious bacteria.

It is the rinsing of the mouth and the brushing of the teeth with this anti-septic and delightfully refreshing mixture that constitutes the process now known as Odolising.

Odol penetrates the interstices in and between the teeth and permeates the gums and mucous membrane of the mouth, exerting its marvellous powers not only during the few moments while using it, but for hours afterwards.



100

PER CENT.

## NUTRIMENT

This article should be read by all who have the good health of their families and themselves at heart. It shows the striking value of OXO, the food of the people, made by the firm with the farms.

Scientific investigation has set certain values on the foods consumed by the human race. For example, two ounces of oatmeal give an energy value of 260 calories, bread of 110 calories, potatoes 50 calories, one egg 70 calories, and so forth. But this value almost always falls far short in practice, because the system fails to assimilate the food eaten.

## AN OVERLOADED FIRE.

In other words, there is great waste of material during digestion—and especially in debilitated conditions. This waste often causes a serious disturbance to health—the food taken proving a detriment instead of a nutrient. In simple English, the system becomes like a choked fire which either burns badly or refuses to burn at all. It is over-loaded with fuel but gives little heat.

## HEALTHY ACTIVITY.

Now this is where OXO proves its power. OXO, as well as being a nutritious food in itself, is, in the words of the scientists, one of the greatest 'promoters of absorption' known to man—it has an effect on the processes of nutrition which is simply extraordinary. In other words, OXO makes the food-furnace glow with healthy activity—which helps the system to absorb and use *all* the nutriment from other foods.

Porridge, eggs, bread, tapioca, rice, and similar foods in suitable quantities yield the full 100 per cent. of their nutriment *when they are accompanied by OXO*. Even milk, which is set out to be an ideal food, is often indigestible—a milk curd removed by the addition of OXO.

## LIFE AND VIGOUR.

Strange as it may seem, the stomach is like the brain, inasmuch as it requires to be interested in order to work properly. The brain goes to sleep listening to a dull discourse or lecture. The stomach "goes to sleep" when it is asked to digest uninteresting food. And just as a brilliant speaker who infuses life, vigour and emphasis into his words can rouse the dulllest audience to enthusiasm, so OXO, by its wonderful properties, makes a meal of any kind interesting to the digestive organs. The digestive process becomes harmonious—and the individual gains a sense of energy, support and well-being entirely unknown when OXO is absent.

Remember, then, that OXO not only imparts its own special nutriment to the system, but that it *ensures* from all classes of foods their highest nutritive value, it *ensures* the system absorbing the full 100 per cent. nutriment from the food eaten.

SEE THE WORD

OXO

ON THE BOTTLE

Tell your Tradesman  
IF IT ISN'T OXO—IT WON'T DO

OXO, Thames House Queen Street Place, London, E.C.



BUILD UP  
YOUR STRENGTH  
WITH OXO

## LADIES' PAGE.

MME. DE SÉVIGNÉ, writer of the celebrated letters, has just been honoured with a statue erected to her memory in the town of Vitre, in Brittany, where she at one time lived. French provincial towns connected by any association with celebrated persons are much addicted to self-adornment on the score of the shadowy tie. Here we, perhaps, neglect too much the commemoration by visible monument of our illustrious predecessors, especially when they are women. It is actually proving difficult to collect enough for an adequate memorial to Miss Florence Nightingale. One feels that the effort can hardly have been properly organised, for though she outlived her own generation, there is knowledge enough of her national services (not only in the Crimea, but since—in Army organisation) to ensure a desire to do her honour. Sir Henry Burdett has now taken this matter up, and suggests that, instead of pressing it further on the general public, subscriptions of £25 shall be asked from persons sufficiently well informed as to Miss Nightingale's services to desire to commemorate them. Attention has also been called to the absence of any fitting memorial to mark the resting-place in Westminster Abbey of another great Victorian woman, Baroness Burdett-Coutts; there is nothing but a small tablet inscribed with her name. As Leopold I., King of the Belgians, wrote to his young niece, Queen Victoria: "The memory of all the sort of Cæsars and Napoleons, from whom they chiefly got blows, is much dearer to the human race than that of the benefactors of mankind." Until early in the 'eighties of last century there was no memorial statue to a woman in the whole country, except those to Queens. The churches were adorned with innumerable memorials of private affection, of course, but public honour of this sort was never paid until a statue of the famous nurse Miss Pattison, known as Sister Dora, was erected by her grateful patients, some thirty years ago. Then came a statue of Mrs. Siddons, placed on Paddington Green. A statue of Harriet Martineau stands in a prominent position in Boston, U.S.A., as a memorial of her Anti-Slavery work.

To the last-named illustrious woman there is a reference, lacking in accuracy, in Mrs. Earle's new book. It accompanies a letter written in 1845 by Sir George Cornewall Lewis, with reference to what was then called "Mesmerism," but is now known as hypnosis. That letter takes the commonplace view of the way in which Miss Martineau was cured by hypnotism of a complaint that had kept her lying helpless and in constant pain for six years previously; she was declared to be not really cured, only by a singular coincidence her medicine just at the moment happened to be made more efficacious. But, actually, she was so effectually cured that she arose from her couch to enjoy over thirty years more of very active life. Mrs. Earle says Miss Martineau lived ten years longer and died at fifty-two—



A SMART VISITING-GOWN.

This gown is in purple cloth, trimmed with darker purple velvet and buttons, and handsomely braided. The toque is of dark purple velvet, with ermine brim and white feather.

as a fact, she lived thirty-two years more, dying at seventy-four, and then did not die of the same tumour of which she had supposed herself to be cured by mesmerism, as Mrs. Earle says Dr. James Martineau assured her, but of an entirely different thing. When I wrote the "Life of Harriet Martineau" for the "Eminent Women Series," I was naturally much interested in this cure, and I looked up the pamphlet in which her relative, who was her early doctor, described in full (most unwarrantably) the physical condition in which she then was; and at the same time, her last medical attendant, Mr. King, of Ambleside, allowed me to read his notes of the post-mortem. The tumour that was cured was unmistakably a "polypus," the later one that was existent at death was a "cyst," and in quite another situation. Mrs. Earle cites the case as an illustration of the folly of giving way, and as similar to what are called "Christian Science" cures at the present day. Quite possibly the condition, at present so little understood, once called mesmerism and now hypnotism, is also concerned in Christian Science cures. Both may depend on the application of some yet obscure human power—perhaps some vital "radio-activity"—that will one day be properly studied. In the meantime, the story of the recovery by such means of a woman of the clear intellect and immense physical energy of Harriet Martineau should not be classed with idle fancies, but catalogued amongst facts deserving investigation.

The popular reversible idea in the new material is by no means confined to the more heavy cloths; on the contrary. It was exploited in double-faced satin coats last season; but these usually were made of two materials—black satin for quiet occasions, lined with cherry or purple or old gold, so carefully put in that the coat could be worn either side out. This season, it is no longer needful to use a contrasting lining, for thick and widely woven Janus or double-faced satins are to be had from which to make up the reversible coats; and truly useful these wraps are, serving for both day and evening wear, when economy is a consideration. Some fine and lustrous satins with reversible backs allow the second colour to show through with a shot effect, and when the other side is used as trimming, its tone appearing thus throughout the garment is very pleasing.

A record of success is a dainty brochure just issued by Messrs. L. and C. Hardtmuth, Limited, the makers of the world-famous "Koh-i-noor" pencils, which provides a short history of the firm, from its inception in 1790 until the present time. Interspersed throughout the book are various factory views, showing different processes of pencil manufacture, and also interesting photographs of the different departments of Koh-i-noor House, Kingsway, the new palatial headquarters of L. and C. Hardtmuth, Limited. A copy will be sent, post free, to any business house; but the booklet is not intended for general distribution. FILOMENA.

## FOOT'S ADJUSTABLE REST-CHAIR

"THE  
MARLBOROUGH."



The seat, back, and leg rest can be independently adjusted by the occupant to any position of ease and comfort. Combines Chair and Couch.

It will rock or remain rigid at any adjustment.

The Leg Rest can be detached and used as a footstool.

The Adjustable Fit-the-Back Rest gives just the required amount of support to the small of the back when sitting, reclining, or lying at full length.

The Head Rest is adjustable to height of occupant.

The Arms are adjustable and detachable.

The only chair that combines these conveniences, or that is so easily adjusted.

An ideal chair for reading, resting, smoking, or study.

CATALOGUE C 7 OF ADJUSTABLE CHAIRS FREE.

171, NEW BOND STREET  
LONDON W

By Royal Warrant  
THE

## Goldsmiths & Silversmiths Company, Ltd.

With which is Incorporated THE GOLDSMITHS' ALLIANCE, LTD. (A. B. SAVORY), Established 1751.

JEWELLERS  
Famous the World over for  
DESIGN QUALITY VALUE

WEDDING  
AND  
BIRTHDAY  
PRESENTS.

Canteens fitted to  
contain any  
number of pieces



Canteen of Spoons, Forks, and Cutlery, from £7 to £100.

ILLUSTRATED  
CATALOGUE  
POST FREE.

THE FINEST AND LARGEST STOCKS IN  
EUROPE FROM WHICH TO SELECT.

SELECTIONS SENT  
ON APPROVAL  
CARRIAGE PAID.

The Public supplied direct at Manufacturers' Cash Prices.

112, REGENT STREET, LONDON, W.

*Clara Rex*      *Connie Ediss*      *Phyllis Dare*      *Olivia May*

*A wonderful new Scent, originally created to suit the taste of these four of London's Leading Actresses, can now be obtained by the public at 4/6 a bottle.*

## A Perfume with a Romance.

Some time ago, Messrs. Atkinson of 24, Old Bond Street, were commissioned to create an entirely new perfume for the four famous actresses whose portraits are printed on this page.

The ladies said that they were tired of musk and violet, rose and wall-flower, lilies and lavender. They wanted something "soothing and intimate; something with a fragrance as fresh as the flowers; something dreamy."

The House after many careful and exhaustive experiments evolved a series of five perfumes which were submitted to the four ladies for selection. The perfumes were labelled 1, 2, 3, 4 and 5. Each was the outcome of years of experi-

ence—but one had a fragrance more delicate than the others, a refinement more rare, a charm more fascinating—this was No. 3.

Those who created this new perfume had said it was their masterpiece, and the actresses unanimously pronounced it their favourite.

"Poinsetta" perfume possesses the fresh fragrance of the living flower; it has the intensity of a bouquet, and yet is so delicate, so subtle, so pervading, that its charm is everywhere evident, though its presence is nowhere obtrusive.

It creeps into the senses; soothes, delights, refreshes; its charm lingers in the memory long after the perfume itself has stolen away.

"Of the five sample bottles I prefer No. 3 ('Poinsetta'). Its soft, dreamy character lends it a very distinctive charm."

(Signed) *Phyllis Dare.*

"I believe you would find it much more popular if you increased the price. People who do not know 'Poinsetta' might be a little incredulous that a fine perfume could be bought for 4/6—in fact, most of my friends pay 10/6."

(Signed) *Connie Ediss.*

"I used to think that the best perfume came from abroad, but the sample labelled No. 3 ('Poinsetta') is, I think, the most delicate and delightful scent I have ever found."

(Signed) *Gabrielle Ray.*

"I am surprised that a perfume of such rare charm and delicacy can be obtained for so low a price as 4/6. 'Poinsetta' is unobtrusive, but sweetly all-pervading."

(Signed) *Olivia May.*

# Atkinson's Poinsetta

"POINSETTA" PERFUME—in three sizes—  
4/6, 8/6 & 20/- per bottle.

"POINSETTA" TOILET POWDER—A poudre de riz of exquisite fineness and purity, imparts to the complexion the bloom of youth and health. Made in Blanche, Rose and Brunette. Price 2/- per box.

"POINSETTA" TOILET SOAP—Yields a delicate and emollient lather, soft and beautifying. Price 1/- per tablet.

"POINSETTA" HAIR LOTION—Cleanses the hair, prevents it falling off, and stimulates growth. Price 6/- per bottle.

"POINSETTA" SACHETS for perfuming gloves, linen, etc. Price 1/- each.

## A SPECIAL OFFER.

Messrs. Atkinson have prepared a limited number of cases, containing miniature samples of the Perfume, Powder and Soap. One of these, together with a CRAYON REPRODUCTION ( $7\frac{1}{2} \times 5\frac{1}{2}$ ) of a sketch by Joseph A. Simpson, R.B.A., of any one of the portraits on this page, will be sent (carriage paid) to each applicant who encloses 1/- to defray part of the cost. Fill in the Coupon.

The "Poinsetta" specialities may be obtained of all first-class chemists, hairdressers and stores, or direct from the sole makers:

**J. & E. ATKINSON, Ltd.,**  
24, OLD BOND STREET, LONDON, W.

Perfumers by Appointment to Their Majesties the King and the Queen, and to Queen Alexandra.



## LONDON ARCHITECTURE.

MR. WALTER GODFREY has done good service to London by the publication of his delightful book, "A History of Architecture in London, arranged to illustrate the Course of Architecture in England until 1800, with a Sketch of the preceding European Styles." (B. T. Batsford.) We quarrel with him for going outside his bounds to East Ham, Croydon, and Hampton—not very great crimes of themselves; but we grudge the space which might have been devoted to more details of purely London remains. There are only 390 pages in all, and more than half of these are occupied by illustrations, lists of buildings, and

Roman remains now collected in the British Museum and the Guildhall Museum, nor does he mention the Anglo-Saxon fragment in one of the garden enclosures of Westminster Abbey. Norman architecture is his commencing point, and when we have pictured for us these remains side by side—St. John's Chapel in the Tower, that most beautiful of churches; St. Bartholomew the Great, the Temple Church and some fragments—we feel consciously thankful that so much has been preserved. Londoners do not know their London from this point of view. The remains of thirteenth-century Gothic are extremely beautiful. The choir of Westminster Abbey is known to everyone, but not so the beautiful crypt of St. John's, Clerkenwell, nor even the choir of Southwark

scattered, and it is one of the merits of Mr. Godfrey's method that it places the reader in possession of a perspective which has been so sadly wanted for many years. Mr. Godfrey is not quite accurate in saying that Lindsey House was built for the first Earl. It was built for the fourth Earl; and perhaps it is worth noting that the Commission of 1618 on Lincoln's Inn Fields dealt simply with the question of laying out the ground, and not with building.

We hope the book will appeal not only to the lover of the past and to the artist, but to those who have influence in shaping the future of London. The architect is all too ready, as a rule, to assist the destroyer, but the destroyer should not be found among those who



Photocrom Co.

A FAMOUS HOTEL WHICH HAS JUST CELEBRATED ITS COMING OF AGE; THE SEA-FRONT AT BRIGHTON, SHOWING THE HOTEL MÉTROPOLE ON THE RIGHT.

The Hotel Métropole, Brighton, which is shown in the above view of the "Queen of the South," has just celebrated its coming of age. It has more than sustained its pride of place as one of the premier hotels of seaside resorts the world over. Brighton and the Métropole are synonymous. The original building was so well planned and executed that nothing has been found wanting in this respect, but a new scheme of decoration has made the Métropole lighter and brighter than ever, its beautiful winter garden has been enlarged, and in every respect the hotel is thoroughly up-to-date.

index, so there is not much space available for descriptions and notes. These are so good that we wish for more, for all we can get. No doubt Mr. Godfrey's book will reach future editions, and we shall look forward to the development of the subject in keeping with its importance. Devastation has fallen upon London in an unusual degree. Not only the centuries, but fire and senseless destruction have eaten into the architectural beauty of the capital city to a greater extent, perhaps, than in any other case. Mr. Godfrey does not take us to

Cathedral. Fourteenth and fifteenth century Gothic is more richly represented, and Eltham Palace, generally so strangely omitted from London monuments, is not the least of the glories of the latter period. Tudor London is a remarkable phase of London history in many ways, and its architecture is represented by most gorgeous examples of architectural beauty. Mr. Godfrey finishes his work with examples of domestic architecture which it would be difficult to equal anywhere else in the cities of England. They are not generally observed, because they are

toil for the good of the great city in any department of activity. The London School Board destroyed Bromley Palace; the Metropolitan Board of Works destroyed Northumberland House. It is not always possible in a living city to preserve buildings belonging to a past age, but at least it should be an elementary duty before deciding upon destruction to call upon the architect to see how preservation may produce the required effect. Mr. Godfrey will, we think, go far in bringing about this result through the influence of this book.

**Watson's No. 10**

—a whisky of full maturity,  
a whisky whose mellowness  
to the taste and smooth-  
ness to the tongue be-  
token genuine excellence.

**See No. 10 in white  
on a red ground.**

Your Wine Merchant or Store  
can supply Watson's No. 10,  
and it is obtainable at most  
clubs, hotels and restaurants  
throughout the Kingdom.

Order  
Watson's  
'No. 10'  
To-day.

## THE ASSOCIATION OF DIAMOND MERCHANTS, LTD.

ANY ARTICLE  
CAN BE PURCHASED  
ON  
**Our System**  
OF  
**MONTHLY**  
**PAYMENTS**  
at  
**Catalogue Prices.**

**Highest Prices given for  
Old Jewellery, Gold, and  
Silver.**

**Any Article may be purchased  
on the Association's System  
of Monthly Payments.**

**18-ct. Gold Keyless Lever Watch, Fully Jewelled, compensated balance, mounted with 18-ct. band—"The best kind of flexible band—in any watch." With circle of fine White Diamonds and Rubies or Sapphires, £35 0 0 or all Diamonds £37 10 0. The stones are set into the bezel of the watch, which gives a thin appearance, and not into a raised mount, thus avoiding the extreme thickness which is so objectionable. 18-ct. Bracelet without Watch, £27 7 0**

**THE LATEST NOVELTY.**  
Velvet Bow, set with Diamonds. It is very easily detached and fixed on to any colour velvet or silk bow. £5 15s. Others in stock from £4 4s. to £25s.

**No. 8738.—Brilliant and Pearl, £19 15 0**

**No. 882.—Pearl and Diamond Ring, £21**

**No. 8916.—Ruby or Sapphire & Brilliant, £15 15 0**

**No. 8924.—Brilliant, first quality, £18 15 0**

**No. 8849.—1 Brilliant and one whole Pearl, £8 8 0**

**No. 8927.—1-ct. Brilliant, £5 15 0**

**No. 8928.—Fine Brilliant, first quality, £20 15 0**

**Single Stone Brilliant, £17 15 0**

**Fine whole Pearl and Diamond Pendant, beautifully set in Platinum, £25 0 0**

**Beautiful Diamond Plaque Pendant set with fine Diamonds and Pearl Centre, mounted in Platinum, £21 0 0**

**Please write for our Illustrated Catalogue 1, 7000 Illustrations, Post Free on Application.**

**GRAND HOTEL BUILDINGS, LONDON, W.C.**

TRY IT IN YOUR BATH



BY APPOINTMENT TO H.M. THE KING.

# SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.

Invaluable for Toilet Purposes.

Splendid Cleansing Preparation for the Hair.

Removes Stains and Grease Spots from Clothing.

Allays the Irritation caused by Mosquito Bites.

Restores the Colour to Carpets.

Cleans Plate and Jewellery. Softens Hard Water.

Price 1s. per Bottle.

Of all Grocers, Chemists, &c.

SCRUBB & CO., Ltd., GUILDFORD ST., LAMBETH, LONDON, S.E.



## CRAWFORD'S Assorted Shortbread

Containing a selection of their most popular kinds:—

ALMOND    BALMORAL    LOTHIAN    WAVERLEY  
AYRSHIRE    CASTLE    MISTLETOE

Sold loose by the pound and in special  
tins by your own grocer and baker.

To prevent disappointment always order "CRAWFORD'S."

## Baby's Dietary step by step

The best food for the young infant is the mother's milk or its equivalent. The 'Allenburys' Milk Foods closely resemble healthy human milk, in composition, in nutritive value and in digestibility, analysis proving that they are almost identical. The 'Allenburys' Foods are adapted for various ages and represent the most successful method of Infant Feeding ever devised.

Write for Free Booklet  
"INFANT FEEDING AND MANAGEMENT."

The Factory where the 'Allenburys' Foods are made is situated at Ware, Herts, close to the splendid pastures from which the milk is obtained. The situation between two arms of the river and away from dwellings precludes the slightest risk of contamination from drainage, foul air or infectious diseases. The walls are of glazed brick with efficient ventilation. The cows are carefully tended and their sheds inspected. Every precaution is thus taken to ensure the purity and freshness of the milk and to maintain the highest possible standard in the manufacture of these Foods.

MILK FOOD No. 1 From birth to 3 months

MILK FOOD No. 2 From 3 to 6 months.

MALTED FOOD No. 3  
From 6 months upwards

**The 'Allenburys' Rusks (Malted)**  
A valuable addition to baby's dietary when ten months old and after. They provide an excellent nourishing and appetising meal, especially useful during the troublesome time of teething. Eaten dry they mechanically aid the cutting of teeth.

## The 'Allenburys' Foods.

The  
'Allenburys'  
Feeder.



Simplest  
and Best.

ALLEN & HANBURYS LTD., LOMBARD ST., LONDON.

## HISTORY AND ROMANCE.

**"The Lonely Queen."** If William Shakespeare had been a reign or two removed from Gloriana, we should, no doubt, have had some vision of her more soul-filling than the glimpse of a royal infant, with its eulogy patched for King James, in "Henry VIII." That was a meagre business; but what is the world's loss is the modern novelist's opportunity. Think of all the brave material for comedy left untouched by a master-hand! Mr. H. C. Bailey's "Lonely Queen" (Methuen) is a skilful and breezy excursion into the early life of Queen Elizabeth, a performance so spontaneous and so successful that it leads us to hope for a sequel dealing with her later years. It begins with the lonely Princess in a Court where Queens were made and unmade by the stroke of a royal tiger's paw, and where plot and counterplot poisoned the minds of babes. Indignity, vicarious suffering for her mother's short-

comings, hardened the poor little growing soul of the Princess: she learnt subtlety, and the art of playing off one ambitious traitor against another, long before she came to womanhood. We are carried to her accession, each incident, as set down by Mr. Bailey, being crisp with excitement and action. "The Lonely Queen" is a spirited comedy, executed with a quite uncommon snap and decision.

"The Song of Renny." "The Song of Renny" (Macmillan), although it reeks with bloodshed, is comedy too, this time of the high fanciful Hewlettian order. A great, grim



IN THE SENIOR SERVICE WHICH HE HAS NOW LEFT, THE PRINCE OF WALES IN HIS CABIN  
ON BOARD H.M.S. "HINDUSTAN."

On Thursday of last week the Prince of Wales bade farewell to the Navy, in which he has had three months' training as a midshipman on board the battleship "Hindustan." He left the ship in Portland Roads and travelled to Buckingham Palace, going on the next day to Sandringham. The Prince exchanged hearty farewells, and some presents, with the officers and men of his ship, among whom he was very popular. He will pass the winter at Sandringham, and it is understood that on the return of the King and Queen from India he will take a University course (before or after) join the 10th Hussars. Later he will make the grand tour, with his brother Albert.



IMMORTALISED BY "ONE OF ENGLAND'S GLORIES", OLD FLATFORD BRIDGE AT EAST BERGHOLT, SUFFOLK, WHICH APPEARS IN SOME OF CONSTABLE'S LANDSCAPES, BUT HAS NOW BEEN DEMOLISHED.

John Constable, the famous landscape-painter, was born at Bergholt, in Suffolk, where his father was a miller, in 1776, and scenes in and around his native village appear frequently in his work. The French painter Delacroix said, in 1858, "That wonderful man Constable is one of England's glories." The old Flatford Bridge has recently been demolished to make way for a new one of oak. Constable's picture "Flatford Mill" was painted in 1817. It now hangs in the National Gallery (No. 1273 in Room XX). In the same room is "The River Stour, near Flatford Mill--afternoon."

Earl, Gernulf de Salas, Lord of Spain and Pikoypont, roves marauding into the heritage of the Rennys, slays Renny and his young sons, and carries off their heiress, a girl-child, to his castle on the mountain-tops. A fine opening, especially when you have the contrast between the silent small captive and the voluptuous Blanch-mains thrown up by Mr. Hewlett's romantic pen. It is a little trying—or, at least, we find it so—to discover later on that there are three

female claimants to the Crown, the Robe, and the Girdle of Renny, and to wander through the tempests of medieval intrigue in pursuit of them. We cannot help feeling that two were enough, though fortunately one remains a more or less shadowy figure. The devotion of the faithful squire Lancelloth, his songs, his sighs, and his loyalty, is portrayed with a cunning hand. The story completes the Tragedy of Sabine, the Earl's prisoner; but it ends on the note of united lovers' song, the punishment of the infamous Pkpoynzt, and the triumph of "the happy, the desiring, the desired." Readers of "The Forest Lovers" will follow the lie of the land with a joyful recognition.

"Love Like the Sea." You may strain a simile too far, and we are not at all sure that Mr. J. E. Patterson has not done so in his "Love Like the Sea" (Heinemann). Love taking bearings, making soundings; love in the maelstrom, close-sailing, in contending currents, unmoored and away—the method is hampering, and becomes tiresome. Apart from this, we have nothing but praise for the book as a study of character, engrossing both in its observation and the lessons it inculcates. The progress of the unhappy Bella down the drunkard's *via dolorosa* is a poignant piece of work.

**FATHER TIME**  
says the best hour  
glass is a glass of  
Wolfe's Schnapps

**A Drink to be grateful for.**

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

**Wolfe's**  
Aromatic Schiedam  
**Schnapps**

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys and other organs. Vastly superior to ordinary gin.

Agents for United Kingdom, East Indies, and Ceylon—  
**FINSBURY DISTILLERY CO., MORELAND ST.**  
**LONDON, E.C.**

[illegible]

# CHAS. PACKER & CO.

Established  
Over a Century

## Jewellers and Silversmiths

## FASHIONABLE EARRINGS



*Screw fittings supplied for unpierced ears.*

Customers' ears skilfully  
pierced free of charge.

THE  
ILLUSTRATED  
"BOOK OF  
EARRINGS"  
POST FREE  
ON APPLICATION.



*The largest and most varied  
stock of Earrings in London.*

Fine Pearls and Diamonds,  
set in Platinum,  
£17 17 0

*Selections forwarded on approval, carriage paid.*

**76 & 78 REGENT STREET, LONDON, W.**



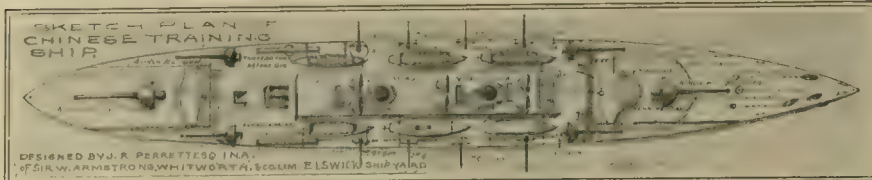
## THE PLAYHOUSES.

"THE UNINVITED GUEST,"  
AT THE  
PRINCE OF WALES'S.

IT is likely enough that there was a little more "atmosphere" about the original of "The Uninvited Guest" than Mr. J. N. Raphael has managed to get into his English version, and one would imagine, since Tristan Bernard is the author, that his dialogue in the French had rather more wit than is to be discovered in the text employed at the Prince of Wales's; but in all other respects the adapter may be congratulated on having provided Mr. Charles Hawtrey with a very amusing vehicle for the display of his agreeable talents. Insouciance and effrontery, lethargy and insinuation, reckless lying and penitence that feels no remorse—all these characteristic Hawtrey moods or manifestations are given ample scope in M. Bernard's stage-fable, the starting-point of which would have delighted a Robert Louis Stevenson. Its Bohemian hero's plunge into a strange house, where he makes himself at home with the guests, the supper, and the champagne, and pays court to the belle of the party, is just an adventure after that great romancer's heart. Nor is the complication introduced by the presence of a black-mailing rogue, who helps the masquerader for a consideration, out of harmony with the design, or without its piquancy of humour; while there is a pleasant touch of sentiment in the turn of the plot which makes Jacques Calvel fall in love with the heroine, and so feel compelled by shame to confess his imposture. It is nonsensical, this tale, but the nonsense is of a very amiable and diverting sort; and both Mr. Hawtrey, in

the title-rôle, and Mr. Arthur Playfair, as Jacques' roughish ally, in their different styles, provide the best of entertainment. But the acting all round is brilliant,

English). M. Jacques Renard, Mr. Percy Pitt (Musical Director at Covent Garden), and Mme. Adami also promised their services.



THE NEW CHINESE CRUISER TRAINING-SHIP BUILT AT ELSWICK: A SKETCH PLAN OF THE "CHAO HO"



CHINA'S PLANS FOR WESTERNISING HER NAVY: THE CRUISER TRAINING-SHIP "CHAO HO," LAUNCHED AT ELSWICK LAST WEEK.

The new Chinese cruiser training-ship "Chao Ho" was launched on Monday of last week at Messrs. Armstrong, Whitworth, and Co.'s yard at Elswick, the naming ceremony being performed by Miss Amy Lew, daughter of the Chinese Minister, Yuk Lin Lew. The vessel was designed by Mr. J. R. Perrett, chief constructor at Elswick. She has sixteen guns, from the latest 6-inch to the 3-pounder, and two torpedo-tubes. Her length is 346 feet; breadth, 42 feet; and displacement 2750 tons. The "Chao Ho," and another vessel building at Barrow, are the first turbine-driven ships of the Chinese Navy. We are enabled to give these particulars by courtesy of Sir W. G. Armstrong, Whitworth, and Co.

DRAWINGS BY C. J. DE LACY.

## FRAME-FOODS Work Miracles!

HAPPY, BONNIE LESLIE.

Mrs. E. Cockburn, of 3, School Street, Dawdon,  
writes us:—

"The benefit my child has derived from Frame-Food is miraculous. He was born such a poor, tiny morsel, and did not thrive at all until I gave him Frame-Food. He was at once a bit brighter, and soon became fat and rosy. He was never ill, and cut his teeth without trouble. He walked when 12 months old and is now a fine, bonnie boy, admired for his strength and beauty."

Write at once for Free Sample  
and celebrated Dietary.

FRAME FOOD CO., LTD., Standen Road, Southfields, LONDON, S.W.

Dr. de JONGH'S COD LIVER OIL.

**Dr. de JONGH'S**  
LIGHT-BROWN  
**COD LIVER OIL**

For Consumption, Bronchitis,  
Laryngitis, Rheumatism, Debility.

Sir MORELL MACKENZIE, M.D., said:—  
"I have found your Cod Liver Oil more uniform in character, more uniform in its action, more easily digested than any other Cod Liver Oil."

Sold by all Chemists in Imperial Capsuled Bottles.  
Half-pints, 2/6; Pints, 4/9; Quarts, 9/-.  
Sole Consignees—  
ANSAR, HARFORD & CO., LTD., 182, GRAY'S INN ROAD, LONDON.

S. SMITH & SON'S  
"STRAND"ENGLISH LEVER  
WATCHESAre produced by the best skilled methods  
and modern appliances.THE OUTCOME OF A LIFETIME'S  
EXPERIENCE.All possible improvements embodied in their  
construction, including

THE DUST &amp; DAMP PROOF CAP

And Screwed Ruby Jewels throughout.

Which adds years to their lifetime, and is only applied to their  
"STRAND" WATCHES.

CASH OR MONTHLY PAYMENTS.

18-ct. GOLD (Full or Half-Hunting Cases)... £16 16 0; CRYSTAL, £13 15 0

STERLING SILVER... £5 6 0; " £5 5 0

Write for Catalogue "M" WATCHES, Clocks, Jewellery.

HOLDERS OF SIX ROYAL WARRANTS. WATCH AND CHRONOMETER MAKERS TO THE ADMIRALTY

9, STRAND, LONDON.

## UNCOVER THE GOLD NIB AND WRITE.

THAT'S ALL A "99"

"SWAN"

USEE HAS TO DO.

It's a positive joy to use a "SWAN" Fountainpen. It is easy and safe to carry—easy to fill and easy to write with. It starts to write immediately the smooth gold nib touches paper, and the same "just ample" flow continues to the end. For intimate letters of friendship, for household accounts, for all branches of social and political correspondence or the harder uses of everyday business, there's no pen like a "SWAN."

Every "SWAN" is guaranteed  
Prices 10/6 upwards, post free.MARIE, TODD & CO., 79 & 80,  
High Holborn, London, W.C.Branches: 25, Chancery Lane, E.C.;  
25, Abchurch Lane, W.C.;  
25, Abchurch Lane, W.C.;  
25, Abchurch Lane, W.C.and at PARIS,  
RUSSIA and  
NEW YORK.Sold  
by  
Stationers  
and Jewellers.Write  
for  
Catalogue,  
POST FREE.

## The Quest of the Perfect Portrait

The most successful portraits of the day  
are those taken at the

### Kinora Motion Portrait Studio, (Bond's, Ltd.)

138, New Bond St., W.

The portrait moves—changes in expression—reflects every mood and gesture of the original.

Every portrait contains 640 separate photographs, from any of which beautiful single enlargements can be separately made.

Blended into one continuous moving picture with the Kinora (see illustration) the 640 photographs form a living likeness excelling in vivacity every other form of portraiture.

Kinora Child Portraits are particularly successful. Nothing like them has ever been seen before. The Kinora book of Child-photography gratis and post free.

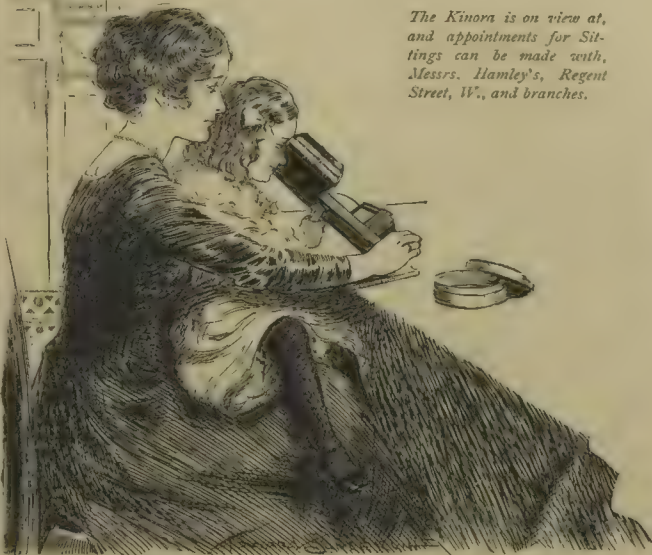
**The Kinora** to show Motion Portraits and the hundreds of Living Pictures contained in the Kinora Library, is an elegant drawing-room instrument used without screen, lantern or any special lighting.

Prices from 15/- to £15 15 0. Illustrated list free.

### Invitation to visit.

You are cordially invited to call and see this wonderful new development in Motion-Photography. Your visit will be made most interesting. You can make an appointment for a sitting if you desire, or engage one of the operators to wait upon you at your own address.

*The Kinora is on view at, and appointments for Sit-tings can be made with, Messrs. Hamley's, Regent Street, W., and branches.*



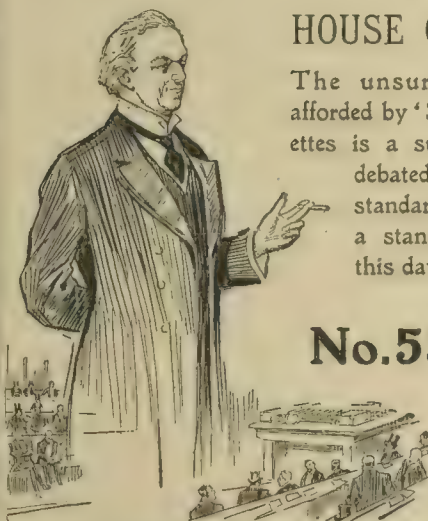
# STATE EXPRESS

## CIGARETTES

IN THE

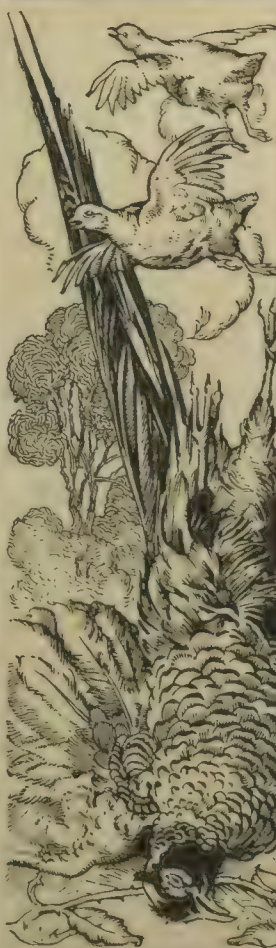
### HOUSE OF COMMONS


The unsurpassed enjoyment afforded by 'State Express' Cigarettes is a subject that is never debated. They raised the standard of cigarette quality, a standard not reached to this day by any other brand



No. 555 <sup>100</sup>4/9 <sup>25</sup>1/3 <sup>10</sup>6d.

*Sole Manufacturers—*  
ARDATH  
Tobacco Co.,  
LONDON.



By Royal Warrant  to H.M. The King.

**LEA and  
PERRINS'**  
**SAUCE**  
IS EXCELLENT WITH  
ALL KINDS OF  
**GAME**

THE ONLY ORIGINAL & GENUINE  
WORCESTERSHIRE

C.H.D.

## THE CHRONICLE OF THE CAR.

BY this time the Road Board Report has been read, learnt, and inwardly marked by the motorists who provide for it the sinews of war. It is satisfactory to find that, on the whole, the money has been granted in respect to improvements by which motorists are the first to profit, and that the Board has not allowed itself to

prices standing at 2s. 6d. on Monday and Thursday up to 5 p.m., on Tuesday 5s. up to 5 p.m., and thereafter 2s. 6d., there will be opportunities for the exhibits to be inspected by those who are moved to go by any other motive but sheer curiosity in peace and comfort. Be it noted that the current Exhibition contains chassis on complete cars by practically all the well-known British and Continental makers, with here and there an American thrown in.

The automobile right up to date in every particular is the keynote of the Exhibition which opened yesterday at Olympia; and an intelligent round of the Show will very quickly convince to the contrary those who are fain to suppose that no further advance is

contemplates equipping his car with electric light will find nearly all the systems shown—in particular, the Polkey-Jarrott, which did so well lately under R.A.C. supervision. Then there are wonderful tools, spanners, etc., like the Auto-Grip of Messrs. Lake and Elliott, to say nothing of their handy jacks. Detachable apparatus for speeding one on one's way without waiting for tyre-repairs, like the Stepney spare wheel, may also be found. Speedometers, too, are always an interesting study, and on the stand of Messrs. Smith and Son., of the Strand, are shown some of the most fascinating instruments of the kind ever built for motor cars. Truly the Gallery should be done with care.

## EXHIBITS AT OLYMPIA.

**Palmer Tyres.** One of the most noteworthy events in the history of motor-tyres has been the recent reduction in the prices of Palmer cord tyres. The Palmer tyre, although the most expensive to purchase, has proved itself the cheapest in use. The expense of the tyres has undoubtedly hindered many admirers of Palmer cord tyres from becoming users; but this is no longer an obstacle, as the price of

(Continued overleaf.)



A COMBINATION OF AIR-SHIP AND SUSPENDED TROLLEY-CAR: A NEW EXPERIMENT AT BURBANK, CALIFORNIA.

be browbeaten into paying out moneys for improvements the cost of which should be defrayed entirely from local funds. The Road Board is evidently out to help those road authorities that help themselves, and particularly those over whose main roads large volumes of motor-traffic pass. The ameliorations and improvements which appear to meet with the approval of the Board take the form of tarmacking and tar-spraying traffic-frequented roads; and in this view motorists must heartily accord, not only for the reason that their cars are no longer a dust-raising nuisance to other frequenters of the highway, but to the other and, to them, even more important fact that tarmacked roads particularly increase the life of those expensive items, tyres, by thirty to fifty per cent.

I note with pleasure that a revision in the prices of admission to the Olympia Show will obtain during next week. A shilling or two more or less will not deter the intending purchaser of a car, or, indeed, any individual really interested in automobile engineering, from attending this Exhibition once, twice, or thrice; and now, with the

possible in car construction:

Still dwelling upon the Show, which must dominate the motor world of this country for the next seven days, I would like to advise my readers to take time by the forelock and give themselves an opportunity to do the Gallery. It is only by a careful visit to each stand that interesting and attractive accessories are not missed. The car-owner who



Photos, Record Press.

A STRIKING DEPARTURE FROM THE ORDINARY FORM: THE FAN-LIKE PROPELLER OF THE NEW TROLLEY-CAR.

It is quite a new idea to drive a suspended trolley-car by means of a propeller like an air-ship. The car, with which experiments are being made at Burbank, California, runs on a short length of overhead track of about a quarter of a mile, and is driven by a 26-h.p. gas-engine. The car is made of steel and aluminium, and is intended to have a light, flexible covering, with celluloid windows. It is 50 feet long, and can carry fifty-six passengers. It has worked quite satisfactorily, though the track is too short to test its speed. The propeller has two blades like huge fans, made of sheet metal on ribs of steel tubing. Another propeller will be fixed in front, which will double the motive power, and prevent stoppages in case of a breakdown to the other.

Stand No. 52

Olympia Show

Stand No. 52

## WOLSELEY

YOU ARE CORDIALLY INVITED to visit Stand No. 52, at Olympia, to inspect the new Models of Wolseley Autocars for Season 1912. Six Models are being listed, and five of these will be on show. We are also exhibiting several specimens of the celebrated Wolseley Coachwork.

THE WOLSELEY TOOL AND MOTOR CAR Co., Ltd.,

Telegrams: "EXACTITUDE," BIRMINGHAM.

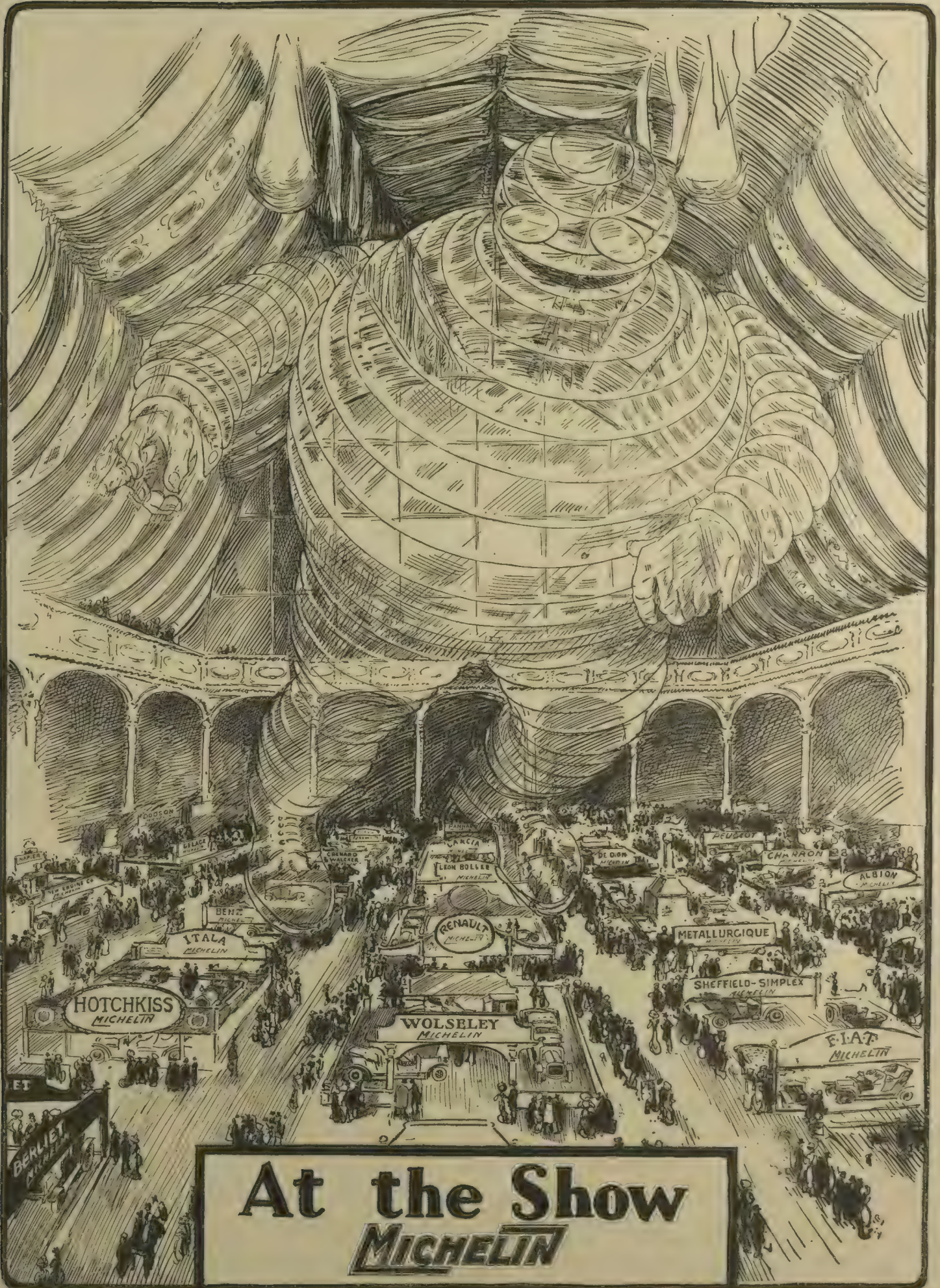
ADDERLEY PARK, BIRMINGHAM.

Telephone: 6153 Central.

PROPRIETORS: VICKERS, LIMITED.

LONDON: York St., Westminster.

MANCHESTER: 76, Deansgate.



# At the Show

## MICHELIN

(Continued)

Palmer is to-day lower than was being asked not long ago for very inferior canvas tyres. The metal-studded Palmer cord tyre is the first moulded tyre in which the metal studs are vulcanised into the cover itself, instead of being inserted into a separate rubber or leather tread, which is the method usually employed with metal-studded tyres. Here the studs are liable to be torn out by sudden strain or when starting with a fierce clutch; whereas the studs in a Palmer give a little, although securely fixed, and thus ease the strain and prevent any tearing. The Palmer pressure-tester is also of considerable interest.



ON VIEW AT STAND 307 AT OLYMPIA:  
A PALMER "SPECIAL" TYRE.

The Palmer non-slipping tread is unusually thick, but contains no canvas or other materials that would affect its resiliency and cause the tyre to wear itself out.

#### Quite an Interesting Car.

In the 16-20-h.p. Aberdonia we have a new and eminently interesting British product, found on the stand of Messrs. Brown, Hughes, and Strachan, Ltd. In the space at my disposal it is not possible to do anything like justice to the many striking points which occur from one end of the chassis to the other. It is only possible to catalogue them in order that the visitor may know what to look for. The four-cylinder engine is cast *en bloc*; bore  $3\frac{1}{2}$  in., stroke 5 in., with enclosed valves and silent tappet-action effected by the interposition of rubber blocks, provided with screw-adjustment for wear; a three-jet carburetter, each with its own choke-tube and carburetting chamber; skew gear-driven radiator-fan—no belts or chains to get slack; firing by

It is a gauge for the purpose of testing the pressure contained in a pneumatic tyre. Palmer tyres, in various stages of manufacture, and various motor accessories, are on view at Stand No. 307 of the Olympia Motor Show.



A NOTABLE CAR: A "CALLEDON" LIMOUSINE-LANDALETTE BY MAYTHORN, MOUNTED ON A 24-H.P. LANCIA CHASSIS.

The body of the car was made by Messrs. Maythorn and Son, the well-known coach-builders, of Biggleswade, Bedfordshire. Another car with a Lancia chassis and a Maythorn body was illustrated on page 702 of our last issue, a 24-h.p. flush-sided torpedo phaeton.

Eisemann auto-advance and retard magneto; fine bearing crank-shaft; double universal joint between clutch and gear-box; three-point suspended gear-box; and

was during that trip that a novel exhibition of the simplicity and ease with which the rim can be attached and detached was given. At Land's End a fisherman was commandeered, and, after once being shown how to perform the operations, he dismantled the rim, took off the tyre, and replaced both in the short space of 6 min. 46 sec. His time for dismantling the rim and tyre was 1 min. 6 sec.



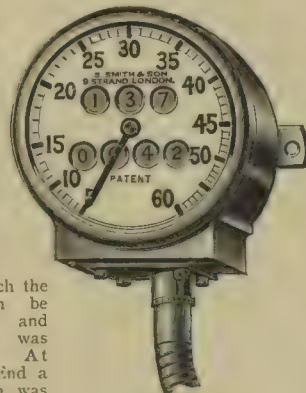
AN ATTRACTIVE LIGHT CAR: A 15-H.P. FIAT WITH A THREE-QUARTER LANDALETTE BODY BY MAYTHORN.

The F.I.A.T. Company are exhibiting two chassis at Olympia, the popular 15-h.p. four-cylinder 80 mm. by 130 mm., and the 35-50-h.p. four-cylinder 110 mm. by 150 mm. An example of the smaller type is shown here.

many other telling features. Indeed, the chassis is excellent in all respects.

#### A Quick Detachable Rim.

In a visit to the Gallery, the stand upon which the Warland dual rim is being exhibited and demonstrated should not be missed. There is a very large section of the automobile public who prefer detachable rims to detachable wheels, and these will find much to interest them in this rim, one of the most easily operated of such devices upon the market. The severe test to which these rims were subjected on a 40-h.p. six-cylinder Minerva over the roughest obtainable roads in Devon and Cornwall will be borne in mind. It



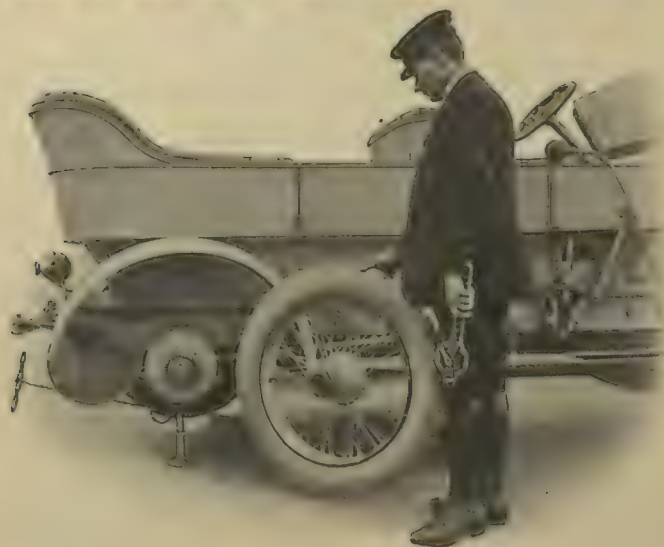
ON VIEW AT STAND 212 AT OLYMPIA: THE "BRITISH" SPEEDOMETER.

Messrs. S. Smith and Son, of 9, Strand, are exhibiting a number of excellent Speedometers, as well as clocks, lamps, a new electric lighting equipment, the well-known A. E. Generator and the Adnif electric horn.

#### A Unique Single-Lever Screen.

On Stand No. 167 of the Gallery may be seen a full range of the Rawlence single-lever wind-screens. This screen can be operated as to any desired rake by the driver. Although a single-lever screen, it has been made to swing from the top, a most useful characteristic all its own.

## ONE OF THE LEADING FEATURES OF OLYMPIA



See it in operation at  
**STAND 282 (GALLERY).**

(Nov. 3rd to 11th inclusive.)

## THE IMPROVED DUNLOP DETACHABLE WHEEL.

### POINTS OF EXCELLENCE:

Unlike all other systems, the lock of the DUNLOP wire wheel is VISIBLE. The lock forms part of the external hub cap; there are no triggers or levers—no blind trust in the integrity of a hidden lock—but you can see at a glance whether the wheel is locked. Once locked, it stays locked.

Its liveliness—or "resilience"—results in comfortable gliding over rough roads, where a wooden wheel would cause a constant succession of jars and bumps.

The elasticity of the wire wheel has been proven, by the elaborate tests of the Daimler Motor Company, to greatly prolong the life of tyres. Thus economy of tyres soon pays for the increased cost of DUNLOP detachable wire wheels.

Its strength, resulting from the quadruple-spoke system, is amazing. No wooden wheel can withstand such stresses as the DUNLOP quadruple-spoked wire wheel.

There is not one loose part.

The hub is water-proof and dust-proof, and the mechanism is fool-proof.

There is no projection on the hub cap to be damaged in congested traffic.

The DUNLOP is not only the strongest but the simplest and most easily operated detachable wheel; only a few turns of the key spanner to detach or attach. It locks itself.

The Dunlop Tyre Co., Ltd., Aston Cross, Birmingham, and  
14, Regent Street, London, S.W.

Dunlop tyres with Pneumatic filling supplied on demand.

# NOW IT IS PROVEN

FOUR years ago, when we introduced the New Daimler, many of our old customers were sceptical about "the engine with the sliding sleeves." But they knew all about the Daimler Cars and the Daimler factory, and many of them ordered the new car because they felt that we must be right.

# NOW THEY KNOW

We hear from almost all the owners of New Daimlers, and this is what one of them says:—"I couldn't advise any friend who wants a really good car to buy anything but a Daimler, because I know what mine has done, and I am more than pleased."

GET THE FACTS FROM

# Daimler

The Daimler Company, Limited,  
COVENTRY.

STAND No. 71, OLYMPIA.

BY ROYAL WARRANT  
To  
H.M. KING GEORGE V.  
H.M. QUEEN MARY.



OF APPOINTMENT  
To  
His late Majesty KING EDWARD VII.  
H.M. QUEEN ALEXANDRA.

## SMITH'S Royal Accessories PERFECT SPEEDOMETERS

Goldenlyte Lamps. A. L. Generators. Adnil Horn.  
**PERFECT DYNAMO**

(SHOWN FOR FIRST TIME)

ON VIEW AT **STAND 212 (Gallery), OLYMPIA**  
**S. SMITH & SONS, 9, Strand, London**

A Laxative and Refreshing Fruit Lozenge,  
most agreeable to take.  
FOR

## CONSTIPATION,

Hæmorrhoids, Bile, Headache,  
Loss of Appetite,  
Gastric and Intestinal Troubles.

**TAMAR INDIEN GRILLON,**  
67, SOUTHWARK BRIDGE ROAD  
(Corner of Castle Street), LONDON, S.E.  
*Sold by all Chemists, 2/6 a Box.*

L. & C. Hardtmuth's  
**"KOH-I-NOOR"**  
PENCILS IN 17 DEGREES  
AND COPYING.  
BEST FOR EVERY PURPOSE AND THE MOST ECONOMICAL.

## HIMROD'S Cure for ASTHMA GIVES INSTANT RELIEF.

No matter what your Respiratory Organs may be suffering from—whether Asthma, Influenza, Nasal Catarrh, or ordinary Cough—you will find in this famous remedy a restorative power that is simply unequalled.

A Free Sample by post. In Tins as 1/4, 1/2, 1, 2, 4, 8, 16, 32, 64, 128, 256, 512, 1024, 2048, 4096, 8192, 16384, 32768, 65536, 131072, 262144, 524288, 1048576, 2097152, 4194304, 8388608, 16777216, 33554432, 67108864, 134217728, 268435456, 536870912, 1073741824, 2147483648, 4294967296, 8589934592, 17179869184, 34359738368, 68719476736, 137438953472, 274877906944, 549755813888, 1099511627776, 2199023255552, 4398046511104, 8796093022208, 17592186044416, 35184372088832, 70368744177664, 140737488355328, 281474976710656, 562949953421312, 1125899906842624, 2251799813685248, 4503599627370496, 9007199254740992, 18014398509481984, 36028797018963968, 72057594037927936, 144115188075855872, 288230376151711744, 576460752303423488, 1152921504606846976, 2305843009213693952, 4611686018427387904, 9223372036854775808, 18446744073709551616, 36893488147419103232, 73786976294838206464, 147573952589676412928, 295147905179352825856, 590295810358705651712, 1180591620717411303424, 2361183241434822606848, 4722366482869645213696, 9444732965739290427392, 18889465931478580854784, 37778931862957161709568, 75557863725914323419136, 151115727451828646838272, 302231454903657293676544, 604462909807314587353088, 1208925819614629174706176, 2417851639229258349412352, 4835703278458516698824704, 9671406556917033397649408, 19342813113834066795298816, 38685626227668133590597632, 77371252455336267181195264, 154742504910672534362390528, 309485009821345068724781056, 618970019642690137449562112, 1237940039285380274899124224, 2475880078570760549798248448, 4951760157141521099596496896, 9903520314283042199192993792, 19807040628566084398385987584, 39614081257132168796771975168, 79228162514264337593543950336, 158456325028528675187087900672, 316912650057057350374175801344, 633825300114114700748351602688, 1267650600228229401496703205376, 2535301200456458802993406410752, 5070602400912917605986812821504, 10141204801825835211973625643008, 20282409603651670423947251286016, 40564819207303340847894502572032, 81129638414606681695789005144064, 162259276829213363391578010288128, 324518553658426726783156020576256, 649037107316853453566312041152512, 1298074214633706907132624082305024, 2596148429267413814265248164610048, 5192296858534827628530496329220096, 10384593717069655257060992658440192, 20769187434139310514121985316880384, 41538374868278621028243970633760768, 83076749736557242056487941267521536, 166153499473114484112975882535043072, 332306998946228968225951765070086144, 664613997892457936451903530140172288, 1329227995784915872903807060280344576, 2658455991569831745807614120560689152, 5316911983139663491615228241121378304, 10633823966279326983230456482242756608, 21267647932558653966460912964485513216, 42535295865117307932921825928971026432, 85070591730234615865843651857942052864, 170141183460469231731687303715884105728, 340282366920938463463374607431768211456, 680564733841876926926749214863536422912, 1361129467683753853853498429727072845824, 2722258935367507707706996859454145691648, 5444517870735015415413993718908291383296, 10889035741470030830827987437816582766592, 21778071482940061661655974875633165533184, 43556142965880123323311949751266331066368, 87112285931760246646623899502532662132736, 174224571863520493293247799005065324265472, 348449143727040986586495598010130648530944, 696898287454081973172991196020261297061888, 1393796574908163946345982392040522594123776, 2787593149816327892691964784081045188247552, 5575186299632655785383929568162090376495104, 11150372599265311570767859136324180752990208, 22300745198530623141535718272648361505980416, 44601490397061246283071436545296723011960832, 89202980794122492566142873090593446023921664, 178405961588244985132285746181186892047843328, 356811923176489970264571492362373784095686656, 713623846352979940529142984724747568191373312, 1427247692705959881058285969449495136382746624, 2854495385411919762116571938898990272765493248, 5708990770823839524233143877797980545530986496, 11417981541647679048466287755595961091061972992, 22835963083295358096932575511191922182123945984, 45671926166590716193865151022383844364247891968, 91343852333181432387730302044767688728495783936, 182687704666362864775460604089535377456991567872, 365375409332725729550921208179070754913983135744, 730750818665451459101842416358141509827966271488, 1461501637330902918203684832716283019655932542976, 2923003274661805836407369665432566039311865085952, 5846006549323611672814739330865132078623730171904, 11692013098647223345629478661730264157247460343808, 23384026197294446691258957323460528314494920687616, 46768052394588893382517914646921056628989841375232, 93536104789177786765035829293842113257979682750464, 187072209578355573530071658587684226515959365500928, 374144419156711147060143317175368453031918731001856, 748288838313422294120286634350736906063837462003712, 1496577676626844588240573268701473812127674924007424, 2993155353253689176481146537402947624255349848014848, 5986310706507378352962293074805895248510699696029696, 11972621413014756705924586149611790497021399392059392, 23945242826029513411849172299223580994042798784118784, 47890485652059026823698344598447161988085597568237568, 95780971304118053647396689196894323976171195136475136, 191561942608236107294793378393788647952342390272950272, 383123885216472214589586756787577295904684780545900544, 766247770432944429179173513575154591809369561091801088, 1532495540865888858358347027150309183618739122183602176, 3064991081731777716716694054300618367237478244367204352, 6129982163463555433433388108601236734474956488734408704, 12259964326927110866866776217202473468949912977468817408, 24519928653854221733733552434404946937899825954937634816, 49039857307708443467467104868809893875799651909875269632, 98079714615416886934934209737619787751599303819750539264, 196159429230833773869868419475239575503198607639501078528, 392318858461667547739736838950479151006397215279002157056, 784637716923335095479473677900958302012794430558004314112, 1569275433846670190958947355801916604025588861116008628224, 3138550867693340381917894711603833208051177722232017256448, 6277101735386680763835789423207666416102355444464034512896, 12554203470773361527671578846415332832204710888928069025792, 25108406941546723055343157692830665664409421777856138051584, 50216813883093446110686315385661331328818843555712276103168, 100433627766186892221372630771322662657637687111424552206336, 200867255532373784442745261542645325315275374222849104412672, 401734511064747568885490523085290650630550748445698208825344, 803469022129495137770981046170581301261101496891396417650688, 1606938044258990275541962092341162602522202993782792835301376, 3213876088517980551083924184682325205044405987565585670602752, 6427752177035961102167848369364650410088811975131171341205504, 12855504354071922204335696738729300820177623950262342682411008, 25711008708143844408671393477458601640355247900524685364822016, 51422017416287688817342786954917203280710495801049370729644032, 102844034832575377634685573909834406561420991602098741459288064, 205688069665150755269371147819668813122841983204197482918576128, 411376139330301510538742295639337626245683966408394965837152256, 822752278660603021077484591278675252491367932816789931674304512, 1645504557321206042154969182557350504982735865633579863348609024, 3291009114642412084309938365114701009965471731267159726697218048, 6582018229284824168619876730229402019930943462534319453394436096, 13164036458569648337239753460458804039861886925068638906788872192, 26328072917139296674479506920917608079723773850137277813577744384, 52656145834278593348959013841835216159447547700274555627155488768, 105312291668557186697918027683670432318895095400549111254310977536, 210624583337114373395836055367340864637790190801098222508621955072, 421249166674228746791672110734681729275580381602196445017243910144, 842498333348457493583344221469363458551160763204392890034487820288, 1684996666696914987166688442938726917102321526408785780068975640576, 3369993333393829974333376885877453834204643052817571560137951281152, 6739986666787659948666753771754907668409286105635143120275902562304, 13479973333575319897333507543509815336818572211270286240551805124608, 26959946667150639794667015087019630673637144422540572481103610249216, 53919893334301279589334030174039261347274288845081144962207220498432, 107839786668602559178668060348078522694548577690162289924414440996864, 215679573337205118357336120696157045389097155380324579848828881993728, 431359146674410236714672241392314090778194310760649159697657763987456, 862718293348820473429344482784628181556388621521298319395315527974912, 1725436586697640946858688965569256363112777243042596638790631055949824, 3450873173395281893717377931138512726225554486085193277581262111899648, 6901746346790563787434755862277025452451108972170386555162524223799296, 13803492693581127574869511724554050904902217944340773110325048447598592, 27606985387162255149739023449108101809804435888681546220650096895197184, 55213970774324510299478046898216203619608871777363092441300193790394368, 110427941548649020598956093796432407239217743554726184882600387580788736, 220855883097298041197912187592864814478435487109452369765200775161577472, 441711766194596082395824375185729628956870974218904739530401550323154944, 883423532389192164791648750371459257913741948437809479060803100646309888, 1766847064778384329583297500742918515827483896875618958121606201292619776, 3533694129556768659166595001485837031654967793751237916243212402585239552, 7067388259113537318333190002971674063309935587502475832486424805170479104, 14134776518227074636666380005943348126619871175004951664972849610340958208, 28269553036454149273332760011886696253239742350009903329945699220681916416, 56539106072908298546665520023773392506479484700019806659891398441363832832, 113078212145816597093331040047546785012958969400039613319782796882727665664, 226156424291633194186662080095093570025917938800079226639565593765455331328, 452312848583266388373324160190187140051835877600158453279131187530910662656, 904625697166532776746648320380374280103671755200316906558262375061821325312, 1809251394333065553493296640760748560207343510400633813116524750123642650624, 3618502788666131106986593281521497120414687020801267626233049500247285301248, 7237005577332262213973186563042994240829374041602535252466099000494570602496, 14474011154664524427946373126085988481658748083205070504932198000989141204992, 28948022309329048855892746252171976963317496166410141009864396001978282409984, 57896044618658097711785492504343953926634992332820282019728792003956564819968, 115792089237316195423570985008687907853269984665640564039457584007913129639936, 231584178474632390847141970017375815706539969331281128078915168015826259279872, 463168356949264781694283940034751631413079938662562256157830336031652518559744, 926336713898529563388567880069503262826159877325124512315660672063305037119488, 1852673427797059126777135760139006525652319754650249024631321344126610074238976, 3705346855594118253554271520278013051304639509300498049262642688253220148477952, 7410693711188236507108543040

## WILLS AND BEQUESTS.

THE will and codicil of CANON ROBINSON DUCKWORTH, of Westminster Abbey, who died on

Sept. 20, are proved by his niece Miss Georgina Elizabeth Troutbeck, the value of the property being £23,476. The testator gives £3,000 to his niece Theodora M. E. Skeat; £2,000 each to his nephews the Rev. Henry T. F. Duckworth and Francis R. G. Duckworth; £2,000 to his niece Evangeline Mary Duckworth; £1,500 to his niece Louise B. Duckworth; £1,000 each to his nieces Georgina E. Troutbeck and Edith Troutbeck; the silver service presented to him by Queen Victoria to his nephew Edward Dyce Duckworth; £250 to the Chapter of the Collegiate Church of St. Peter, Westminster, to be applied as they think best; £250 to the Society for Clothing, Maintaining, and Educating Poor Orphans of Clergymen, and £200 for the purposes of the Baylee Scholarship Fund; £250 to the St. John's Foundation School; £100 each to the Marylebone School for Girls, the Hospital and Home for Incurable Children, the Westminster Hospital, and the Home for Female Orphans, Grove Road, St. John's Wood; a few small legacies; and the residue to his nephew John Troutbeck.

The will and four codicils of MR. FRANCIS JOHN JOHNSTON, of Dunsdale, Westerham, Kent, who died on July 29, are proved by Francis Alexander Johnston and Colonel Horace James Johnston, sons, the value of the estate being £78,203. He gives £2500 each to his said two sons; £2,000 to his daughter Vera Cecilia; £100 each to his brothers, sisters, brother-in-law, and

sister-in-law; and £500 and furniture, etc., of the value of £500 to his wife, she being already provided for. The residue of the property he leaves to his children, the share of a daughter to be three fifths only of the amount in value of the share of a son.

The will and codicil of MR. CHARLES JOSEPH DAMS, of Walpole House, Weybridge, and 118 and 121, Newgate Street, City, are now proved, and the value of the property sworn at £89,309. The testator gives £200 and 3000 preference and 500 ordinary shares in

Charles William Peters. The residue is to be held in trust during the widowhood of Mrs. Dams to pay £100 per annum to his daughter while a spinster and £300 per annum if married, and the remainder of the income to his wife. Subject thereto, three fifths of the property goes to his daughter, and two fifths to his son.

The will (dated Jan. 5, 1910) of MRS. JANE SHAW, of Bank House, Briggallton, Chester, who died on Sept. 18, is proved, the value of the property amounting to £84,604, all of which she leaves to her three daughters, Marian Little, Millicent Agnes Knight Bruce, and Clara Edith Amyatt-Burney, and their issue.

The will (dated Oct. 28, 1880) of MR. JOHN HAMPTON HALE, of 16, Lancaster Gate, Hyde Park, and St. Andrew's Wharf, Upper Thames Street, who died on Aug. 12, is proved by his wife, the value of the property amounting to £281,573. The testator left everything to Mrs. Hale absolutely.

The will and codicil of MR. EDGAR ALFRED BOWRING, C.B., of 30, Eaton Place, S.W., and Lewes Crescent, Brighton, M.P. for Exeter 1868-74, are proved by the Rev. Edgar Francis Bowring and Algernon Cunliffe Bowring, sons, the value of the property being

£56,404. The testator gives £5,000, and household effects of the value of £500, to his wife; £15,000 each to his sons Algernon Cunliffe and Victor Henry; £1,000 to his daughter, Margaret Sophia; the pictures, books, and gold medal presented to him by Queen Victoria and the Prince Consort to his son Edgar; and annuities of £50 each to his sisters, Maria Lewin and Edith Alice. Securities amounting to £25,000 are to be held, in trust, for Mrs. Bowring for life, and then for his sons Algernon Cunliffe and Victor Henry. The residue goes to his son Edgar Francis.



Photo. Record Press.  
THE BEGINNING OF THE OLD ORDER: THE FIRST OMNIBUS RUN BY THE LONDON GENERAL OMNIBUS COMPANY, ABOUT 1850.

Comparatively few Londoners will now remember the first omnibuses run by the London General Omnibus Company, which began its services about sixty years ago. The first L.G.O.C. omnibus, it will be seen, went by way of the Strand, Charing Cross, and Piccadilly to Putney Bridge. In those days, the knife-board seats on top were reached by a perilous ascent which Victorian women seldom, if ever, attempted. There was no shelter for the conductor, and only two steps for foothold. On these he hopped from side to side like a canary on its perches.

his business to his son Louis Charles; £200 and 445 preference shares to his daughter Helen Mary; £300, and 551 shares in trust for his wife for life, and then for his daughter; and £200 each to Frederick William Englefield and to



Photo. Tolson.  
THE END OF THE OLD ORDER: THE LAST HORSE-OMNIBUS OF THE L.G.O.C. LEAVING LONDON BRIDGE LAST WEEK FOR ITS FINAL RUN.

"The old order changeth, yielding place to new": motor-driven vehicles are now in the majority in London streets, and the horse is becoming quite an exceptional animal as a means of traction. One day last week the last horse-drawn omnibus belonging to the London General Omnibus Co. made its final run, from London Bridge to the Terminus in Moorgate Street. The London General Omnibus Company now, of course, runs nothing but motor-omnibuses.

## BENSON'S

## GEM RINGS

HIGHEST QUALITY, BEST VALUE,  
AT LOWEST CASH PRICES.



Rubies or Sapphires and Diamonds, £6 10s. All Diamonds, £12 12s.



Pearl and Diamonds, £75. Others from £10



Diamonds, £18



Diamond Half-Hoops, £10 upwards.



Sapphire and Diamonds, £14



Diamonds, £25. Rubies or Sapphires, £22 10s.



Diamonds, £40. Rubies or Sapphires and Diamonds, £30



Diamonds, and Rubies, £10 10s.

Selections of Goods Sent on Approval at our Risk and Expense.  
No. 1, of Watches, Chains, Rings (with size card), Jewellery, &c.  
No. 2, of Clocks, "Empire" Plate Silver for Household use, and a variety of yet inexpensive Silver Articles for Presents.  
Mention "Illustrated London News."

J. W. BENSON LTD.  
62 & 64, LUDGATE HILL, E.C.

25, OLD BOND STREET, W., and 28, ROYAL EXCHANGE, E.C.



## AITCHISON'S NEW MODEL

British Made and Certified by the British Government.

IT HAS EXTENSIVE FIELD OF VIEW, BRILLIANT ILLUMINATION, SHARP DEFINITION.



"THE STEREO" Magnification 8 Diameters.

AITCHISON & CO.,

Opticians to British & U.S.A. Governments.  
428, Strand; 281, Oxford St.; 167 & 168, Fleet St.; and Branches, LONDON.

MANCHESTER: 33, Market St.

LEEDS: 37, Bond St.

The British Government Certificate.—Every Glass is sent to the British Government Laboratory at Rees for Verification of Power, Definition, Adjustment, etc., and a Certificate is signed by Dr. GLAZEBROOK, I.R.S., the Director, when the Glass has successfully passed all the critical tests. This Certificate is given with the Glass to purchaser. Price

£4 10s. Od.

With Central Screw Focusing, as illustrated, £5 10s., including best solid leather sling case, postage, and packing to any part of the world.

A Liberal allowance made for your old Prism or other glass in exchange.

MONTHLY PAYMENTS TAKEN.

SEVEN DAYS' FREE TRIAL to readers of "The Illustrated London News" on receipt of deposit or good references in London, Manchester, or Leeds.

Illustrated Price List of Prisms and other Glasses sent free.



The quickest, easiest, most brilliant Polish,  
requiring only a little light rubbing, is  
**CHERRY BLOSSOM BOOT POLISH**

No hard brushing in the laborious old-fashioned manner. Preserves the leather, too. Best for all kinds of boots—black or brown. 1d., 2d., 4d., 6d. tins. Of Grocers, Boot-makers, Oilmen, Stores everywhere.

FREE  
SAMPLE

along with samples of Buttercup Metal Polish and Carpetine, sent on receipt of 1d. stamp to cover postage.



MANSION  
FLOOR  
POLISH

is the finest made for stained and parquet floors, furniture of all kinds and LINOLEUM. Gives a smooth, hard surface to the latter, preserving the pattern and keeping out dust and dirt. 1d., 2d., 4d., 6d. tins. Of Grocers, Oilmen, Stores, &c.

CHISWICK POLISH CO.,  
HOGARTH WORKS,  
LONDON.

There's this  
about **WOLSEY**

The people who buy it once buy it again and again—it's the biggest underwear-success of modern times.

There is Wolsey to fit every size and shape of figure—man, woman, and child, there is choice enough for all—in weight, in quality, in price—and so long as it is Wolsey you can be certain of satisfaction. The largest and longest experienced makers of Underwear in the Kingdom vouch for Wolsey's excellence and reliability, and will replace FREE any garment found to shrink.

**Wolsey UNDERWEAR**

For Men, Vests, Pants, Belts, Half-Hose, Flannel Shirts, & Gloves. For Ladies, Bodices, Vests, Nightdresses, Flannel Blouses, Hosiery, etc. Sold everywhere.  
WOLSEY UNDERWEAR CO.,  
LEICESTER.



# ALMAGAM

IS

## RUBBER

Scientifically Treated.

See **ALMAGAM** at  
**OLYMPIA, Stand No. 309.**

Almagam is the well-known rubber that has been the cause of all the reductions that have taken place in the price of Covers and Tubes.

Almagam Tubes for quality and price are the Cheapest in the world, the price being lower and the quality higher.

Please see this Tube at the Show.

Send TYRES for RE-TREADING to  
**ALMAGAM MILLS, Harpenden, Herts.**  
Depots:—NEWCASTLE, GLASGOW, BRISTOL, MANCHESTER,  
and LONDON.

(MAPPIN BROS. INCORPORATED)  
**Mappin & Webb**  
(1908) LTD.

'Prince's  
Plate'

The only Reliable  
Substitute for  
Sterling Silver.

Price complete

£28 15s.



THE "TRUSTWORTHY" CABINET IN "PRINCE'S PLATE."

London  
Addresses

158 to 162, OXFORD STREET, W.  
2, QUEEN VICTORIA ST., CITY  
220, REGENT STREET, W.

PARIS: 1, Rue de la Paix. BUENOS AIRES: Florida 36. RIO DE JANEIRO: 100 Ouvidor.  
The Royal Works, Sheffield, Manchester, Rome, Nice, Biarritz, Lausanne, Johannesburg.

Don't Judge  
Umbrella Value  
just by the Handle  
and Cover.

Look at the **FRAME**  
FOR THESE MARKS.

S. FOX & CO. LIMITED and PARAGON

The "Life" of the Umbrella  
depends on the Frame.

ALWAYS INSIST UPON A

**FOX'S FRAME**

Originally patented 60 years ago,  
these Frames are still  
THE BEST IN THE WORLD.

SOLD  
EVERYWHERE.



MADAME SARAH BERNHARDT

"Uses PROCTOR'S Pine-lyptus Pastilles with great success  
for Throat, Voice, and Chest, and recommends her friends to  
use them."

**PROCTOR'S  
PINE-LYPTUS  
PASTILLES**  
(Broncho-Laryngeal)

Famous for  
THROAT,  
CHEST,  
VOICE.



Famous for  
ASTHMA,  
COUGH,  
CATARRH.

A DORN TO SINGERS, SPEAKERS, TEACHERS.

Sold by Chemists and Stores, only in Boxes, 11.

**Oakey's WELLINGTON  
Knife Polish**

The Original Preparation for Cleaning and Polishing Cutlery,  
and all Steel, Iron, Brass, and Chrome articles. Sold in Cans  
at 10s. 6d. per doz. by all Grocers, Druggists, and Chemists.  
Wellington Emery and Black Lead Mills, London, S.E.



### MODERN GLASSHOUSES

Originality of Design, Harmony of proportion and sincerity in construction, combined with utility and economy, are always to be found in our Glasshouses. Enquiries invited for

**WINTER GARDENS, CONSERVATORIES,  
SUN LOUNGES, VINERIES, PEACH HOUSES, Etc.**

Architects' Schemes and Designs carefully attended to. Send for profusely Illustrated Catalogue, post free on application.

**HEATING AND DOMESTIC INSTALLATIONS.** Schemes and Estimates free.  
**BOULTON & PAUL, LTD.,** HORTICULTURAL BUILDERS, NORWICH

THE BEST



IN THE WORLD AT THE PRICE.

**MILES' Finest Three Star** Excellent, in sides weighing about 12 lbs. each, now used regularly by over 1000 FINE PERSONAGES.

Unsmoked, 7d. lb.; Smoked, 8d. lb.  
Rail paid anywhere.

Absolutely perfect **BACON**, and will keep good for 6 weeks without salt. Most common and most satisfactory. Send for Illustrated List—

**EDWARD MILES** (Contractor to H.M. Gov't.)

Broadmead Bacon Factory, BRISTOL.

ESTABLISHED 1818

**HEERING'S**  
COPENHAGEN  
**CHERRY WHISKY**  
(DRY)

This Cherry Whisky is made with the finest Danish cherries and old matured Scotch Malt Whisky.

### MERRYWEATHERS' 'VALIANT' Steam Pump And ESTATE FIRE-ENGINE.



MERRYWEATHER, LONDON

Useful for Fire Protection, and general pumping purposes.

A compound engine, 1 1/2 H.P., with a 3 1/2 H.P. steam engine, and a 3 1/2 H.P. gas engine, in three 10 x 10 x 10 inch cylinders, and a 3 1/2 H.P. gas engine, in three 10 x 10 x 10 inch cylinders, in which capacity it proved most useful. The **LIGHTEST PUMP on the Market.** WEIGHT only 6 cwt. Write for Pamphlet, No. 738 M.L.N.

63, LONG ACRE, LONDON, W.C.

### GOUT

In the battle with **GOUT** and **GOUTY RHEUMATISM**, no other known medicine comes near the splendid success attained by

**Dr. Laville's Liquor**  
(PERFECTLY HARMLESS)

The special virtues of **THIS TRUE UNFAILING SPECIFIC** for the Cure of **GOUT** and **RHEUMATISM**, with a **CURATIVE Record** of over half a century, completely master the disease.

ONE BOTTLE, price 9s., provides 3 Months' treatment.

SOLE BY ALL CHEMISTS.  
WHOLESALE DEPOT: **F. H. MERTENS**  
64, Holborn Viaduct, LONDON, E.C.

Descriptive Pamphlet comprising Testimonials and recent conclusive evidence, sent to any man post free on application.

**RHEUMATISM**



# THE OLYMPIA AUTOMOBILE EXHIBITION SPECIAL SUPPLEMENT, 1911.



A REVOLUTION IN NINETEEN YEARS: A MOTOR-CAR OF TO-DAY PASSING A PANHARD-LEVASSOR OF 1892.

DRAWN BY CYRUS CUNEO, R.O.I.

## ARMSTRONG-WHITWORTH

DESIGN, MATERIAL, & WORKMANSHIP  
ensure ABSOLUTE TRUSTWORTHINESS.

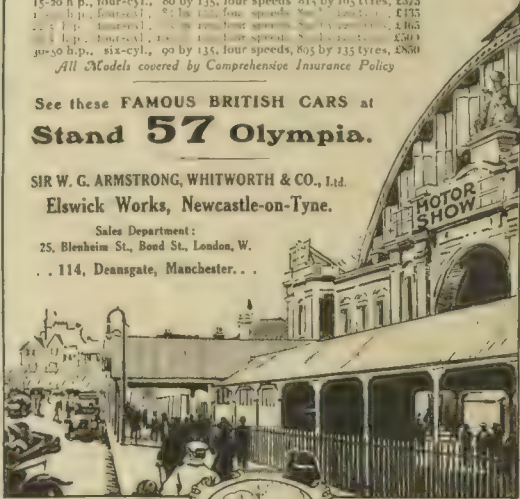
### 1912 MODELS AND CHASSIS PRICES:

15-20 h.p., four-cyl., 80 by 135, four speeds 815 by 105 tyres, £375  
20-25 h.p., four-cyl., 80 by 135, four speeds 815 by 105 tyres, £475  
25-30 h.p., four-cyl., 80 by 135, four speeds 815 by 105 tyres, £575  
30-35 h.p., four-cyl., 80 by 135, four speeds 815 by 105 tyres, £675  
35-40 h.p., four-cyl., 80 by 135, four speeds 815 by 105 tyres, £775  
40-45 h.p., six-cyl., 90 by 135, four speeds, 805 by 135 tyres, £850  
45-50 h.p., six-cyl., 90 by 135, four speeds, 805 by 135 tyres, £950  
All Models covered by Comprehensive Insurance Policy

See these FAMOUS BRITISH CARS at  
**Stand 57 Olympia.**

SIR W. G. ARMSTRONG, WHITWORTH & CO., Ltd.  
Elswick Works, Newcastle-on-Tyne.

Sales Department:  
25, Blenheim St., Bond St., London, W.  
114, Deansgate, Manchester.



"The Car that has set the fashion to the Motoring World."

**YEAR AFTER YEAR**  
the demand for the Austin car  
increases, necessitating a larger  
output each year.

We regard this as the best evidence we can present  
to show that our cars are eminently satisfactory—  
judged from every standpoint. Our models have  
been such a success that there will be

**NO CHANGE**  
FOR THE COMING SEASON.

Austin chassis and Austin carriage work—  
both designed and built in one factory will,  
as usual, represent the highest standard.  
You may see them at our Works or at

**OLYMPIA**  
**STAND 36**

We have received orders from  
Agents for next season in  
excess of our total output of  
the current season. This is  
a significant fact which pro-  
spective purchasers of Austin  
cars should note.

MODELS:  
10 h.p., 15 h.p., 18-24 h.p., 40 h.p., 4-cyl.  
50 h.p., 6-cyl.

LONDON:  
134, Long Acre, W.C.  
MANCHESTER:  
150, Deansgate.

**THE AUSTIN MOTOR CO., Ltd.,**  
LONGBRIDGE WORKS, NORTHFIELD,  
BIRMINGHAM.

PARIS: 134 Avenue de Malakoff.

NORWICH:  
18-22, Prince of  
Wales Road.

Austin clients obtain a cleaner design, a better grade of  
material and workmanship, and a higher degree of "finish"  
than that found in any other car irrespective of price.

## A CAR FOR EVERYBODY!



STAND NUMBER



**De Dion Bouton**

**NINE NEW MODELS,**  
6 h.p. to 50 h.p.

Chassis with Tyres:

£156 : 10 : 0 to £681 : 10 : 0

WILL YOU TRY THE **De Dion Bouton** 26 H.P. EIGHT-CYL. ?  
DE DION BOUTON, (1907) LTD., 10, GT. MARLBOROUGH ST., W.  
OLYMPIA 'PHONE NO: 4013 WESTERN

# BOSCH

THE WORLD'S BEST IGNITION.

will be exhibited at

**Olympia, Stand No. 256**

and

**73, Hammersmith Road**

(Right opposite Hammersmith Road Entrance to Olympia).

Our 1912 Patterns make other machines  
obsolete. Delivery not before January, 1912.

**THE BOSCH MAGNETO CO., Ltd.,**  
41 & 42, Newman St., Oxford St., London, W.  
Telegrams: "Bosmag, London" Phone: Gerrard 420 (5 lines).

Specify 'BOSCH' ignition  
when ordering your new car.



THE GREATEST CAR OF THE YEAR.

# SUNBEAM

NOT specially built for the occasion, but standard specification and  
build in every respect; the 25-30 h.p. six-cylinder SUNBEAM  
put the crown on a season of exceptionally brilliant SUNBEAM  
successes by breaking the 12 hours' record with an average speed of  
75.58 miles per hour. The total distance covered in the 12 hours  
was 907 miles.

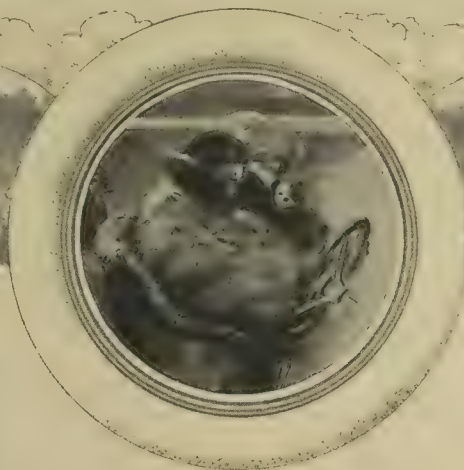
IN every one of the many competitions in which SUNBEAMS  
have taken part they have, significantly enough, always been  
amongst the winners.

**OLYMPIA, STAND No. 69.**

WE shall exhibit chassis and complete cars of the following  
models:

12-16 h.p. SUNBEAM, 4-cylinder.  
16-20 h.p. SUNBEAM, 4-cylinder.  
25-30 h.p. SUNBEAM, 6-cylinder.

**THE SUNBEAM MOTOR CAR COMPANY, LTD.,**  
UPPER VILLIERS STREET, WOLVERHAMPTON.  
Agents for London and District: J. KEELE, Ltd., 72, New Bond Street, W.



**Y**ESTERDAY (the 3rd) the annual Exhibition of Motor-Cars and their Accessories, which has now become a regular function of the London winter season, opened its doors at Olympia. That huge building has really proved inadequate to the demands of the industry and trade for space, for the "House Full" bills went up some months ago. All the leading types of British automobiles, and all those worthy of consideration which come from abroad, will be found to-day and next week at West Kensington, and will, one and all, mark the high-tide of automobile construction. No great departures in design or innovations of a striking character are presented; but chief among the exhibits which are likely to arouse specific attention are the single sleeve-valve engine shown by Argyll Motors, Ltd., and the Darracq Corliss-valve type motor presented by that company. All other points of interest will be centred on improvement in detail and the perfecting of the automobile as a whole

Timken adjustable conical roller bearings has been extended, these bearings being now fitted to all the hubs of all models.

**Rare Rolls-Royce.** The word has gone forth that in future Rolls-Royce cars will not be called by the number of the year, such as 1911 type, 1912 type, and so on, but as the cars are in a state of improvement first, last, and all the time, they will be distinguished by or divided into "series." The Olympia Show of 1912 is to be robbed of a great attraction by which many of its predecessors have profited. There will be no polished Rolls-Royce chassis. All the devoted design, the carefully considered form, the perfect proportioning, the splendid material, are, in respect to the three 40-50-h.p. chassis staged, shut off from the public view by bodies, beautiful and attractive in themselves, probably almost as fine in their particular production as the chassis below them, but failing in the enthralling interest always excited by the Rolls-Royce chassis.

The current Rolls-Royce contains many improvements. The chassis has been made more rigid and simpler in form, and there are notable changes in the engine by which (it would seem to be hardly possible!) its running has been still further improved.

**The Crossley Departures.** In engineering circles Crossley is certainly a name to conjure with, and no excuse is necessary for drawing attention to the developments of the famous Crossley cars for 1912. The 12-14-h.p. will continue almost as before, save that it will be known as the 15-h.p. In the case of this model the motor unit system is retained; but with regard to the 20-h.p. the engine is independently three-point suspended, and the gear-box carried on a pair of tubular cross members and connected to the clutch by a universal joint. Chain-drive is provided to both cam-shaft and magneto in both cases. A leather-faced cone-clutch now supplements the metal-to-metal clutch of this year. Lubrication is forced in both chassis to main and connecting-rod bearings. Bodies of four different types are shown on one 20-h.p. and three 15-h.p. chassis.

**Dunlop Tyre.** It would be futile to eulogise the tyres sold by the Dunlop Tyre Company. Their resilience and wearing qualities are altogether too widely known to need emphasis here. But attention should be given to the new steel-studded non-skid, in which the hardened steel studs are carried on an over tread of the most durable leather, and stand well high of the leather itself. The tread is so secured to

(Continued overleaf.)



Photo. Wakefield, Chircock.

BUILT FOR A FAMOUS ACTRESS BY A FAMOUS FIRM: THE NEW FIAT CONSTRUCTED FOR MISS ELLALINE TERRISS.

The Fiat Company, or, perhaps, to be accurate, we should write the F.I.A.T., was one of the first firms in Italy to build up-to-date motor-cars, and it has attained a most enviable reputation for excellence of workmanship and smartness of style. No great departure has been made in design or detail for the cars of 1912.

exhaustive experiments on cam-form as affecting horsepower has led to slight alterations in the lift and timing of the valves and in the cam-contour itself, to the increase of engine-power at high speeds without increasing noise. The springing has been re-designed and improved, the rear three-quarter elliptics in the 16-20-h.p. and the 20-28-h.p. models being underhung. The use of

#### Fine "Fiat" Cars.

Italy served no apprenticeship to automobile engineering. She went

through no novitiate, but just as the motor industry became a practical thing, with some possibility of profit, her brilliant engineers picked up the business at the stage to which France and England had arrived by dint of much spadework, and went on prospering and to prosper. One of the first firms, if not the first, to build up-to-date cars in Italy was the F.I.A.T. Company, and immediately these cars "caught on" in this country, where they have been admirably handled by the English company. So satisfactory have the cars of 1911 proved that no special departure in design or detail will be observed in the two show chassis displayed upon the stand. These are the popular 15-h.p. four-cylinder, 80 mm. by 130 mm., and the 35-50-h.p. four-cylinder, 110 mm. by 150 mm. A very interesting enclosed body—a Berline on a 35-50 chassis—in which the forward part of the body is caused to merge into the curve of the bonnet in a very graceful manner, will be on the stand. The interior of this handsome carriage is beautifully finished in variegated woods, and the upholstery is most luxurious. On a 15-h.p. chassis is a d'Orsay limousine; on a 20-30-h.p. chassis a cabriolet by Maythorn, and also a station-landaulette. These will well repay inspection.

#### Some Wolsley Improvements.

Save for carefully considered detail-improvements and the introduction of a new 35-40-h.p. four-cylinder chassis, the well-esteemed Wolsleys will be found very much as last year. The detail-improvements, which run



AN ELABORATELY FITTED BUT EASILY HANDLED CAR: THE 50-H.P. WOLSELEY IMPERIAL LIMOUSINE.

Amongst the features of this car are Rudge Whitworth detachable wheels, a screen with adjustable joints and a canopy over the driver's head, interior electric lights, two folding chairs with backs, arm-rests, a speaking-tube to the driver, and a lady's and a gentleman's companion.



WITH FOLDING SCREEN AND PATENT "ONE-MAN" HOOD: THE 12-16-H.P. WOLSELEY FLUSH-SIDED TOURING PHAETON.

The features of this car include Rudge Whitworth detachable wheels, folding screen, and Wolsley patent "one-man" hood. It has a 9 ft. 3 in. wheel-base; is fitted with tyre brackets and dish in step; is painted dove grey with green mouldings, is trimmed in green leather, and is finished in nickel.

# PALMER



**Ribbed and  
Studded Tyres  
Reduced over  
20%**

**Send for New List.**

We are exhibiting at the Olympia  
Show at

**STAND No. 307.**

THE PALMER TYRE LTD.,  
119, 121 & 123, Shaftesbury Avenue, London, W.C.  
Tyre makers by appointment to his Majesty the King.

## CORD TYRES

# HOTCHKISS

Each car produced under this famous name is an illustration of just how far it is possible for past-masters in the craft of car-design to go in the fulfilment of motorists' desires. Look carefully, inside and out, over every feature, every detail of the

### 18-22 h.p. 1912 Model,

and you cannot fail to appreciate that here is a vehicle as mechanically perfect as a great and famous engineering house can make it, and designed, fitted, and finished to provide the fullest possible measure of luxurious comfort.

**Also being shown:**

A 20-30 h.p. Cabriolet.

A 12-16 h.p. two-seater Torpedo, with new type disappearing back seat.

**See the 15-9 h.p. 6-CYLINDER DELAGE  
At STAND No. 137.**

LONDON & PARISIAN MOTOR CO., Ltd.,  
87, Davies Street, London, W.

Sole Agents for South of England for  
Vincor All-Steel Detachable Wheels.

Olympia.

**Stand  
50.**

## OLYMPIA MOTOR EXHIBITION,

Nov. 3rd to 11th, 1911.

# Humber

We are exhibiting the following range of New Models:

### 11 h.p. Four-seated Car:

Engine 68 mm. x 120 mm. Complete with Hood, Screen, Head, Tail, Side Lamps and Horn. **Price £285**

### 14 h.p. Two-seated Car:

Engine 78 mm. x 110 mm. Worm Drive, Detachable Wheels. **Price £295**

### 20 h.p. Chassis:

Engine 90 mm. x 120 mm. Worm Drive, Detachable Wheels. **Price £335**

### 28 h.p. Limousine:

Six-seated. Engine 105 mm. x 140 mm. Detachable Wheels. **Price £720**

Particulars & Specifications at Stand No. 35, or

HUMBER LIMITED, Coventry.

London: Holborn Circus, E.C.; 60-64, Brompton Road, S.W.  
Manchester: 33, Blackfriars St. Nottingham: Grey Friar Gate.  
Southampton: 27, London Road. Agents Everywhere.  
London Repair Works: Canterbury Road, Kilburn, N.W.

## The 15-9 MARTINI



"The Hall Mark of Reliability."

Do not fail to inspect this famous Model at

**OLYMPIA**  
**Stand No. 77.**

It possesses many novel features which are bound to appeal to the discriminating Motorist. Not built for show, but on sound engineering principles, there is value in every penny of its cost, £320 (Chassis complete with Tyres).

### The 16-24 h.p. Model

in chassis form (Price £425) will also be on view, and will repay a close inspection.

If not visiting the Show, permit us to send you full particulars post free.

MARTINI (London), Ltd., 101, FULHAM ROAD, LONDON, S.W.

**FIRST** CAR you see on entering Olympia—Stand 59.  
CAR in the Show for value; therefore the  
CAR you should inspect.

# Overland Cars

**FINEST VALUE EVER OFFERED.**

**20-25** H.P. COMPLETE, READY FOR THE ROAD.  
4-cylinder engine (in. by 4 1/2 in.) five-seated, fore-door touring  
body, gate change, three speeds and reverse, cone clutch,  
magneto and accumulator ignition, 32 in. by 3 1/2 in. tyres, detach-  
able rims, three oil lamps, two acetylene lamps and generator,  
complete set of tools, hood, and wind screen. **£265**

OTHER MODELS:  
15-20 h.p. ... £223  
25-30 h.p. ... £325  
These prices do not include hood and screen.

**OLYMPIA, Stand 59**

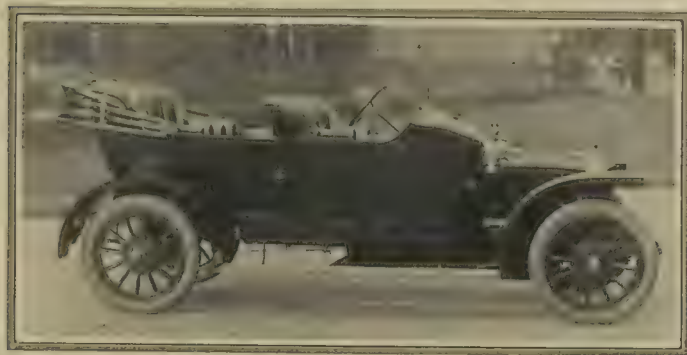
OTHER MODELS:  
20-25 h.p. ... £250  
30-35 h.p. ... £395  
These prices do not include hood and screen.

ANGLO-AMERICAN MOTOR CAR CO., Ltd.,  
19-21, HEDDON STREET, REGENT STREET, LONDON, W.  
Telegrams—"Angnamotor, London." Telephone—693 Gerrard.

the rubber of the cover that it is practically a part of the tyre itself. The cross-cut Dunlops are still great favourites, and, with light cars and well-designed steering, present all the non-skidding qualities really necessary for safety. They are certainly to be highly recommended for steering-wheels, particularly in con-

longitudinally, close to the top of the cylinders, and is formed with D-shaped ports, which act as inlets and outlets alternately. The design is simple, but it must be seen to be completely realised. The lubrication gives no trouble and is very simply effected. The cylinders are cast *en bloc*, and a Zenith carburetter is used. The

cylinder walls with perfectly proportioned and rapidly opening and closing ports by which all the undoubted qualities of the engine are brought about. This engine will be found on a 25-h.p. chassis, and in company with the 12-h.p., 15-h.p., and another 25-h.p., carrying smart and beautifully furnished and constructed



PRICED AT £325 AND DESERVEDLY POPULAR: THE 12-H.P. FOUR-CYLINDER ARGYLE. This Argyle (R.A.C. rating, 128 h.p.) caused considerable sensation at Olympia a year ago, and will evidently do so this year, when it is shown with minor improvements. It is sent out as illustrated, with complete tool outfit, Lucas Lamps, and horn.

nection with cars that show a tendency to front-wheel skidding at times. The Dunlop detachable wheel—than which there is nothing of the kind simpler or more secure upon the market—is shown with a few detailed improvements, which will still further recommend it. By the way the drive is conveyed to the wheel it is an impossibility for anything to shear or give way. Once the wheel is screwed home and secured, it is really part-and-parcel of the car itself.

**Hotchkiss Cars.** In the matter of the popular Hotchkiss cars, the 18-22-h.p. will be found replacing the 16-22-h.p., satisfactory as that model has undoubtedly proved in the hands of all users during the past year. The chassis shown will enable the slight deviations and the improvements to be grasped. It exemplifies an ability to make practical application of really useful refinements, as judged from a close study of a car-owner's requirements. One of these chassis is shown carrying a smart cabriolet-type body by Melhuish and Co., and a three-quarter landaulette by Thrupp and Maberley. In a new pattern 12-16-h.p., the body will exhibit a new type of disappearing back seat, side-entrance doors being provided for the occupant.

**The New Darracq Engine.** One of the greatest novelties in the Show is undoubtedly the 20-h.p. Darracq valveless car, the engine of which is devoid of valves, springs, tappets, cam-shaft, etc., their places being taken by a cylindrical distributor driven off the crank-shaft by half-time gearing. The distributor is carried in the cylinder casting

rest of the car is on the usual much-appreciated Darracq lines, except for the springing, the rear springs being underslung.

**The Single Sleeve Argyle.** On reaching the Argyle stand the inspection of the various models will assuredly be deferred until one has gazed one's fill upon the new 25-h.p. Single Sleeve Valve Engine, which has been an open secret amongst the



DESIGNED ESPECIALLY FOR THE OVERSEAS DOMINIONS: THE 15-H.P. COLONIAL ARGYLE. This Colonial car sells for £490. Messrs. Argyle, Limited, are exhibiting a 12-h.p. two-seater, a 12-h.p. flush-sided four-seater, a 15 h.p. torpedo, a 15-h.p. landaulette, a 25-h.p. limousine, and a 25-h.p. polished chassis. Their stand is numbered 80.

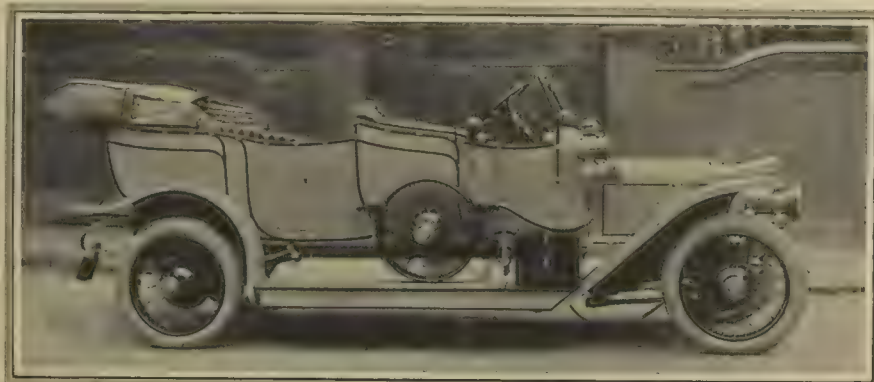
Argyle bodies of various designs. The front-wheel brakes on the 12-h.p. Argyle, having been found to be perfectly satisfactory in use by customers and experts, are to remain as standard.

**Midland Tyres and Repairs.** In the Midland Rubber Company we have one of the oldest and best-known rubber-manufacturers in the

kingdom, and the range of motor-tyres and motor rubber goods they turn out is very complete. In the "Britannic" motor-tyre we have a heavy rubber square-treaded cover of good design, also the rubber round-treaded cover, the plain or cross-grooved treads, and a steel-studded cover in which the steel studs are set in a leather tread of the best material. Motor-tyre tubes of special construction are shown in great variety, and other rubber goods which have interest for motorists are the separate treads in various patterns, horn bulbs, acetylene gas tubing, repair outfits, mats and matting, magneto covers, etc. Wonderful samples of retreads are shown, as retreading and repairing is a special thing with the Midland Rubber Company.

**The Vauxhall Improvements.** The competitive fame of the 20-h.p. Vauxhall is such that no one can afford to miss the 20-h.p. Vauxhall chassis, shown on the Vauxhall stand, which presents all the improvements for 1912 in these celebrated cars. The chief of these is the new multidisc clutch, in which oil is discarded and dry graphite alone is

(Continued over ear)



BUILT FOR THE RAJAH OF DEWAS FOR THE DURBAR: A 20-30-H.P. ADLER CHASSIS WITH A MORGAN BODY OF SPECIAL DESIGN.

The body is by Messrs. Morgan and Co., of 10, Old Bond Street and Long Acre.

cognoscenti for many months past. Although simple in the extreme, the construction of the motor cannot be adequately conveyed to the reader in the space at present available. Suffice it to say that the engine has but one sleeve in which the piston reciprocates, and by suitable shafting and gearing, and in a very simple and straightforward manner, this sleeve is given vertically reciprocative and at the same time slightly rotary motions. This compound movement of the sleeve, slight as it is, affords the designer opportunity to pierce the sleeve and the



AN IMPORTANT NOVELTY: THE NEW 20-H.P. VALVELESS DARRACQ—THE CAR, AND THE ENGINE (NEAR SIDE).

The most revolutionary step taken by the Darracq Company for the 1912 season is the adoption, on one model for the present, of a new type of engine, which has undergone exhaustive trials on bench and road. The chief point of this is that the valves, spring-tappets, cam-shaft, etc., are abolished, a cylindrical distributor driven from the crank-shaft at the forward end by half-time gearing taking their place.

# "INVINCIBLE"



# TALBOT

THE BEST OF THE BRITISHERS  
AT OLYMPIA

used, requiring no subsequent attention. The component parts of this member are so light that gear-changing is robbed of all its terrors. Then there is the new four-speed gear-box, with a special ingenious locking device, rendering the engagement of any gear but that intended absolutely impossible. Follows the new worm and worm-wheel-steering, mounted on roller-bearings, which make the car delightful handling. The 20-h.p. Prince Henry fast touring-car, and three other types of bodies, are exhibited.

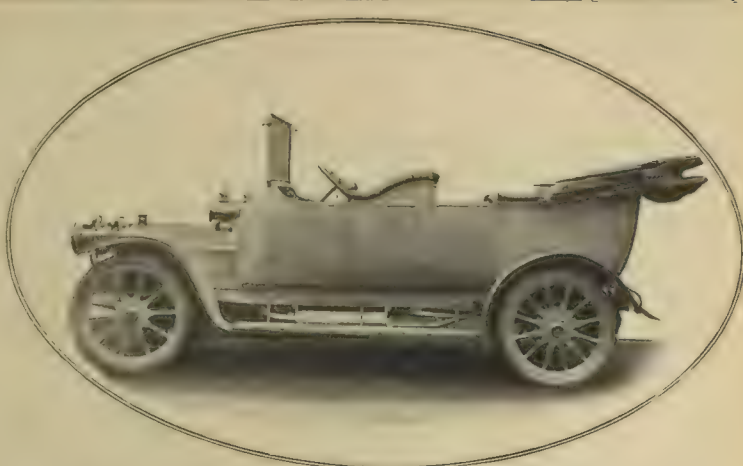
#### The Opels.

The Opel cars will attract the attention of the public who follow automobile by reason of the great favour which they have gained amongst the élite of German Society. They are shown in five types, from the natty little 10-h.p., with its 65-mm. bore and 95-mm. stroke, up to the 25-h.p., where the bore runs to 100 mm. and the stroke to 130 mm. All the models, even the 10-h.p., have four-speed gear-boxes with a neat and easily operated form of gate-change, while the larger types are equipped with automatic advancing magnetos. The 20-h.p. four-cylinder Imperial Landauette exhibited is in every respect similar to an example recently supplied to the Grand Duke of Mecklenburg-Schwerin. It is regrettable that a chassis is not down for exhibition, as the Opel cars present some of the finest points of the best German automobile engineering.

the tyranny of the security-bolt. The Michelin Tyre-Pressure Tester, which should be included in the tool-kit of every motorist who desires long life for his tyres, has been improved, and is now a very neat and handy little instrument. The Michelin air-cylinders are conveniences which should always be found in a private garage, for, be it remembered, they contain only pure air under pressure, and no deleterious, rapidly permeable gas.

#### Martini in Two Powers.

Since the days of certain famous mountain-railway climbing, the Martini has always been a favourite car in this country,



TO BE SEEN ON STAND 77: THE 159-H.P. FOUR-CYLINDER TORPEDO-BODY MARTINI.

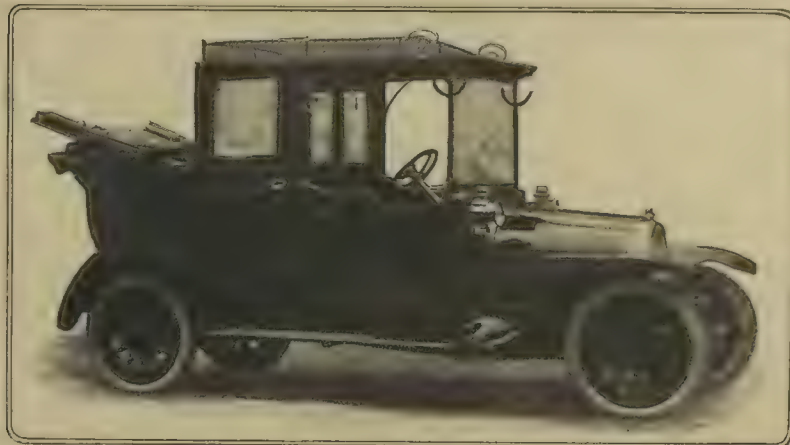
Messrs. Martini, Ltd., are exhibiting four models—a 159-h.p. four-cylinder polished chassis, a 16-24-h.p. four-cylinder polished chassis, a 159-h.p. four-cylinder in two-seated form, and a 159-h.p. four-cylinder in torpedo-body form.

#### The Speedy Sunbeams.

The fame of the Sunbeam's wonderful twelve hours' record is still fresh in the public mind, and that, without any other inducements, though there are many, will ensure an audience for the Wolverhampton firm. The 12-16-h.p. four-cylinder, the 16-20-h.p. four-cylinder, and the 25-30-h.p. six-cylinder are all new models, the fresh details of which can be gathered from the polished chassis of the 12-16-h.p. and the 25-30-h.p., a stripped specimen of the car that performed so wonderfully on Sept. 1 last. To cover 607 miles at an average speed of 75.58 miles per hour stands out as the most strenuous performance of the year. In the six-cylinder chassis the cylinders are cast in threes, and in the two others *en bloc*—splendid examples of engine-casting.

#### The Overland Models.

Fine Overland models are exhibited by the Anglo-American Motor Car Company as follows: the 15-20-h.p., the 20-25-h.p. (two models), and the 30-35-h.p. All are



FITTED WITH SEVERAL SPECIAL FEATURES: AN OPEL SHOWN AT OLYMPIA.

All the Opels shown, with the exception of the 10-h.p. two-seater, are fitted with four-speed gate-change gear-box, while the larger models have automatic advancing magnetos. The 25-h.p. Imperial Landauette is similar to that recently supplied to the Grand Duke of Mecklenburg-Schwerin.

#### Michelin Tyre Company.

There is much to interest on the stand of the Michelin Tyre Company, Ltd., for there are other exhibits but tyres to interest the motorist. If the visitor wants, of course, to see quality and consummately careful construction in tyres, he will have the opportunity here; but after he has examined the renowned Michelin square-treads, one-piece moulded, and the Michelin Semelle non-skids, he can turn to the examination of the extremely simple, but extremely ingenious, detachable rim. Then the Michelin Jumelle Twin Tyres for heavy touring-cars are well calculated to encourage the use of pneumatics of reasonable size on big cars, and will render satisfactory service where tyres of gigantic transverse diameters have been tried and failed. The Michelin Bolt Valve will also be found in an improved form, and is interesting as having delivered automobilists the world over from the agony and

ively. Both these models have given such good results during the past season that the chassis for 1912 exhibit detail-improvements only. They are, however, examples of careful and thoughtful design in automobile engineering, and will repay examination and inspire confidence.



A MAKER OF WORLD'S RECORDS AT BROOKLANDS: THE 25-30-H.P. SIX-CYLINDER SUNBEAM (DOUBLE LANDAULETTE).

A car of this make made world's records at Brooklands on September 1 last, running for twelve consecutive hours at an average speed of seventy-five miles an hour, and covering a distance of 907 miles.

of similar design and construction throughout, and though differing in many points from British practice, they exhibit many most commendable features. On all but the lowest-powered model, dual ignition is provided. All but the small car have three-speed gear-boxes, the former being fitted with a combined clutch and single indirect forward and reverse speed through a well-made epicyclic gear. All models are turned out in the American fashion—that is, they are supplied complete with five lamps, gas generator, horn, and tool-kit; while the 25-30-h.p. is furnished with hood and screen. This car, equipped as set out, is supplied at £265.

#### Métallurgiques.

By their bonnets and their bodies are they known. The first-named are always recognisable afar off by their striking shape; and the bodies, being the production of the great Belgian motor-body builder, Van den Plas, by their exquisite lines and finish on nearer acquaintance. The 40-h.p. Métallurgique has been elbowed out by younger and less strenuous rivals, for the lowest-power chassis shown is the delectable 14-h.p., and the highest a 26-h.p. The Van den Plas coach-work is of quite new type, a double-phæton body on a 14-h.p. chassis being a miracle of bijou comfort. This car is strikingly finished in silver, and upholstered in grey leather—a charming combination. The 20-h.p. V.d.P. cabriolet, finished in Sèvres blue and upholstered to match, is an embodiment of good taste, stability, and sumptuous comfort. In a



SHOWN BY THE ANGLO-AMERICAN MOTOR-CAR COMPANY: THE 20-25-H.P. OVERLAND.

This car, fitted with hood and screen, five lamps, tools, etc., is sold for £265, ready for the road. Five Overland models are on show—15-20 h.p., 20-25 h.p. (two models), 25-30 h.p., and 30-35 h.p.

# THE PETROL ERA: CARS AT THE TENTH INTERNATIONAL MOTOR SHOW AT OLYMPIA.



1. A NEW CAR OF THE 1912 DESIGN: THE 11-H.P. FOUR-SEATER HUMBER, SOLD, WITH HOOD, SCREEN, HORN, TOOLS, AND LAMPS, FOR £285.
4. FITTED WITH LIMOUSINE LANDAUETTE BODY, AND PAINTED DARK BLUE, WITH PRIMROSE WHEELS: THE 25-H.P. TALBOT, PRICED AT £800.
7. A CAPITAL TOWN CARRIAGE: THE 15-H.P. FOUR-CYLINDER STRAKER-SQUIRE, FITTED WITH STANDARD LIMOUSINE BODY.

2. ONE OF THE FIVE EXCELLENT MODELS AND CHASSIS SHOWN AT OLYMPIA BY A FAMOUS FIRM: A CAPITAL EXAMPLE OF THE ARMSTRONG-WHITWORTH CARS.
5. WITH A VAN DEN PLAS ENCLOSED LIMOUSINE OF THE LATEST TYPE: A VERY SMART METALLURGIQUE (WARWICK WRIGHT).
8. A 1912 MODEL OF CONSIDERABLE INTEREST: THE BEDFORD "EMPRESS" VICTORIA TWO-SEATER (NOT ON SHOW AT OLYMPIA).

3. ONE OF FIVE DIFFERENT CARS TO BE FOUND ON STAND 55 AT OLYMPIA: A SPECIMEN OF THE VAUXHALL CARS ON EXHIBITION AT THE MOTOR SHOW.
6. THE INTERESTING CAR WHICH REPLACES THE 16-22-H.P. MODEL: THE 18-22-H.P. HOTCHKISS LIMOUSINE.
9. WITH DROPPED FRAME, WHICH ENHANCES THE APPEARANCE: THE 18-24-H.P. AUSTIN "CANTERBURY."

The Tenth International Motor Exhibition opened at Olympia yesterday (November 3) and will close on Saturday, November 11. It is certain that, as on former occasions, it will attract a very large attendance, and, indeed, will probably beat the record in that respect, for the number of car-owners is increasing rapidly every year. At Olympia are to be seen the up-to-date motor-car in its perfection, and every accessory connected with it. To the would-be purchaser, the great difficulty will be to make choice out of the bewildering number of excellent cars presented to his view.

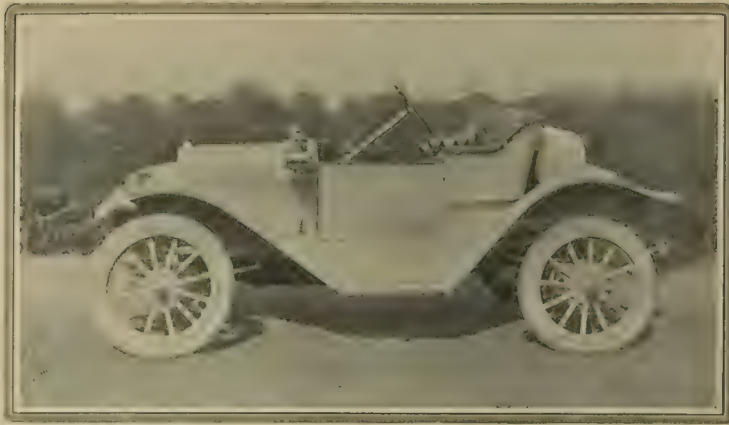
20-h.p. landaulette, it will be observed that the side-irons for stretching the hood, always so ugly, have been ingeniously and completely concealed.

#### Bedford Cars and Bodies.

In the matter of value for money the Bedford cars, in their three powers of 15-18 h.p., 95 mm. by 95 mm.; 18-22 h.p., 102 mm. by 102 mm.; and the 28-32 h.p., 115 mm. by 127 mm.—all, of course, four-cylinder engines—are remarkable. With powerful and flexible engines, dual ignition, and push-button self-starter, three-speed gear-box, universally jointed propeller-shaft and bevel drive to back axle, fine powerful brakes, at £175 for the 15-18-h.p., £220 for the 18-22-h.p., and £295 for the 28-32-h.p., there would appear to be good money's worth. The Bedford bodies should have attention, the Bedford Olympus Torpedo being one of the smartest bodies of the type yet put on the market. The new Empress two-seater, with folding rear seat and luggage-carrying platform, is the body for mounting on the 15-18-h.p. chassis, while the 18-22-h.p. is generally adopted for closed bodies, such as the Bedford Arcadian inside-drive cabriolet seating four, or the Bedford "Duchess" cabriolet for paid driver. Bedford cars carry a three years' guarantee.

#### The Cadillac Self-Starter.

It is obviously impossible to treat of the various interesting features of the Cadillac cars in the space at disposal, but Messrs. S. F. Bennett, Ltd.'s, stand is certain of a large attendance by reason of the combined igniting, accumulator-charging, and engine-starting dynamo, fitted to the cut-open chassis shown. By the fitting of this dynamo, the Cadillac car is now endowed with two complete ignition systems, the dynamo system being the more interesting of the two. When it is desired to start the engine, the depression of the clutch



A SPECIAL TWO-SEATER: THE BEDFORD "BABY BROOKLANDS."

The chassis is the famous 15-h.p. 1912 Model XXIV. The car is supplied ready for the road, with lamps, tools, etc., for £235; or with plain hood and fixed wind-screen for £245; or with Victoria hood and adjustable wind-screen for £250.

The tappets are now made adjustable in such wise that valve-noise is absolutely eliminated. Also the improved "Ware" (Pat. 1912) carburetter is fitted. With this carburetter there is absolutely no necessity to flood the float-chamber for starting cold. Worm-drive is fitted for heavy cars.

#### The Products of Elswick.

The products of the great engineering firm of Messrs. Sir W. G. Armstrong, Whitworth and Co., Limited, always command attention,



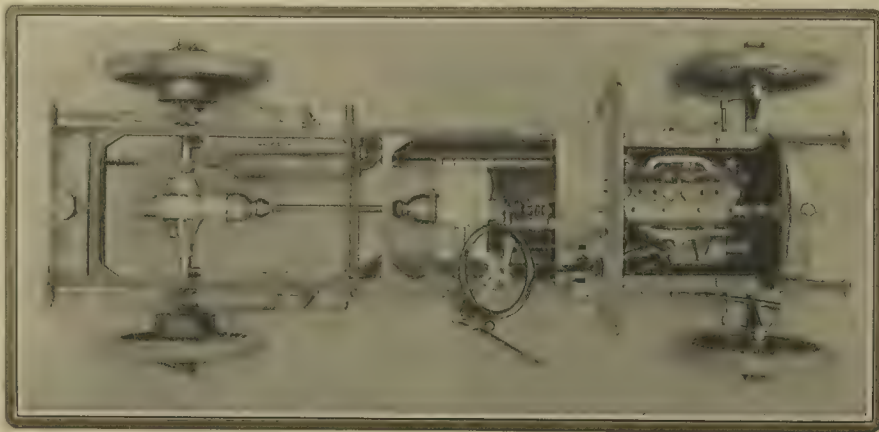
A WELL-KNOWN AMERICAN CAR: THE 1912 CADILLAC TOURING MODEL.

This includes the following equipment: Dynamo with 80 A.H. battery for automatic starter, electric lights, and ignition; Delco distributor ignition system; electric head-lights, side and tail lights; full foot-rail in tonneau, half foot-rail in front; improved standard speedometer with electric light; gasoline gauge; robe-rail, tyre irons, tools, pump, and tyre-repair kit.

pedal causes a small toothed wheel on the end of the dynamo shaft to slide into mesh with a toothed ring on the flywheel. The current from the accumulators is simultaneously switched on, the dynamo becomes a motor, and the engine is started. Letting in the clutch disengages the dynamo, and switches off the accumulator current.

#### The 15-h.p. Straker-Squire.

A continuation of the policy of concentration on one model and one model alone will be found warranted in every detail by an inspection of the 15-h.p. Straker-Squire chassis shown in company with five-bodied cars. The position held by the 15-h.p. Straker-Squire to-day, in the estimation of automobilists, has attested the soundness of the Straker-Squire policy. For 1912 it has not been found necessary to deviate from this year's design, save in detail, but the car of the future will be found improved in the following particulars: Eisemann automatic ignition, giving easier starting and better slow running, is now fitted; while the Eisemann Patent Magneto Coupling affords instant adjustment.



SHOWN WITH FIVE DIFFERENT BODIES: THE 15-H.P. FOUR-CYLINDER STRAKER-SQUIRE CHASSIS.

This chassis is exhibited fitted in five ways—as a two-seater car with rotund body, as a four-seater with rotund body, as a single landaulette, as a limousine, and as a light run-about.

proportion, and one that brings the license fee down considerably. The 15-20-h.p. Armstrong-Whitworth, which has so good a Brooklands reputation behind it, will

also be shown in chassis form, as is that very favourite model the 17-25-h.p. four-cylinder. Messrs. Armstrong, Whitworth, Limited, put out no less than five models for 1912—the 15-20-h.p. four-cylinder, 80 mm. by 135 mm., and the 17-25-h.p., 85 mm. by 135 mm., already mentioned; the 22.5-h.p., 90 mm. by 120 mm., the 25.5-h.p., 100 mm. by 120 mm., and the aforesaid 35-50-h.p., six-cylinder of the dimensions above quoted.

#### The "Invincible" Talbots.

The models turned out by the Clement-Talbot Motor Company are four in number, and range from the very popular 12-h.p. four-cylinder, 80 mm. by 120 mm., via the 15-h.p. four-cylinder, 90 mm. by 140 mm., and the 20-h.p. six-cylinder, 80 mm. by 120 mm., to the big boy of the family, the 25-h.p. four-cylinder, 101.5 mm. by 140 mm. In general all-round design, the Talbots for 1912 vary but slightly from the models of the present year, but all are now fitted with the Stewart-Talbot carburetter, which ensures very slow, quiet running, and instant starting when cold without any previous flooding. All models, too, will be found fitted with Bosch dual ignition. A self-contained, internally coned leather clutch



FITTED WITH STANDARD TORPEDO-BODY: THE 15-H.P. CLEMENT TALBOT.

The 15-h.p. Clement Talbot with standard torpedo-body is sold for £495. It is painted Talbot green. There is a new clutch and an improved sprag, which automatically lifts when the reverse-gear is engaged.

but the firm's stand will have a special draw at this particular Show by the presence of a new and newly designed 30-50-h.p. six-cylinder chassis. In producing this car, the makers have done a good deal more than

transmits the drive. The mechanical sprag is so arranged that the pawl cannot be left in connection with the ratchet-wheel when it is desired to put on the reverse speed. The 20-h.p. six-cylinder is a new model, and, save that it has six cylinders and semi-elliptic springs fore and aft, is on the lines of the fours throughout. Its well-proportioned engine and four-speed gear-box should make it an ideal medium-powered six-cylinder car. The Talbot cars are continually giving evidence of their wonderful efficiency, the last occasion being at the Meltham Hill Climb of the Huddersfield Club, when on the club formula a 15-h.p. won with 1:49.33 marks. The second car was a 20-h.p., with 1:42.80 marks.

#### The Austin Baby and Others.

Six models of horse-powers ranging from the six-cylinder 50-h.p. down to the newly introduced four-cylinder 10-h.p. are the output of the Austin Motor Company. As only a few minor changes are made in the older models, curiosity will make the visitor first turn to the new 10-h.p. I say new; it is certainly new to this market, but it is a thoroughly well-tried car, from the fact that the limited output for the last twelve-months was purchased entirely for the Continental and Colonial markets, where it has been tested *à outrance*. By reason of its great success abroad, the opportunity is now offered to home-grown motorists to become the owners of one of the most attractive and natty four-cylinder cars yet put upon the market. The chassis has nearly all the features of the higher-powered models—indeed, it is an Austin in little, and a fine little car to boot.

Almagam, Ltd. The proprietors of Almagam are exhibiting under the name of the New Motor and General Rubber Company, Ltd., as they belong to the society under that name, and they have not been able to transfer the holding of the New

(Continued on leaf.)

*"Among those who know, the supremacy of the FIAT Car is as much a matter of course as precedence at Court."*



*FIAT 15 H.P. Three-quarter Landauette-de-Luxe.*

FIAT Cars are designed and built by the most skilful motor engineers in the world.

The FIAT models which you will see at Olympia are the result of many years of technical experiment and practical experience. They are, unquestionably, the best cars for all-round use, and the best value obtainable this season.

In addition to their speed, reliability, and economy, FIAT cars are renowned for their graceful design and luxurious equipment.

**Models from 12 H.P. to 50 H.P. Prices from £325 to £1000**

*Every FIAT—no matter what the price—is a model of FIAT excellence and FIAT value.*

### **An Example of FIAT value**

The FIAT "LIGHT FIFTEEN"—latest model developing nearly 30 actual H.P.—beautifully designed and finished landauette for town and country—completely equipped in every detail—ready for the road

**£500—and no extras**

FIAT MOTORS, LTD.

Head Offices and Showrooms: 37-38, Long Acre, London, W.C.

Telephones: 

7916	Gerrard
7947	
7948	
7949	

Telegrams: "Fiatism, London."

# FIAT

**Stand  
No. 38,  
Olympia**

The Standard Tyre fitted to all FIAT Cars  
is the one we consider best—  
MICHELIN.

*If you are unable to visit Olympia, send a note of your possible requirements to FIAT MOTORS, Ltd., 37-38 Long Acre, London, W.C. You will be furnished with specifications and complete details of models which are likely to suit. Your enquiry will place you under no obligation whatever.*



AT THE TOP OF A STEEP HILL: THE 15-H.P. COLONIAL NAPIER.

The photograph gives a good idea of the 11-inch clearance with 915 by 105 mm. wheels, that is the standard size.

Motor and General Rubber Company, Ltd. to "Almagam, Ltd." yet, owing to restrictions and rules of the Society of Motor Manufacturers and Traders. Their exhibits consist of new motor-covers, samples of retreading and repairing, and new tubes. With respect to the new tubes, they are exhibiting these for the first time this year. Motorists will be glad to know that there is a tube on the market without a valve-tab, for valve-tabs have been the cause of a great deal of trouble, especially to owners of large cars. The heat set up by the friction of the road has a tendency to melt the cold cure on the valve-tab, and so releases it from the tubes. By the Almagam method, which has had a year's good trial, the valve-tab is built up in the tube and vulcanised with one process. The cost of manufacture in this way is more expensive than done in the ordinary way, but the gain is so great that the makers have not considered expense in the matter.

#### The Small Humber, Of all the models which and Others.

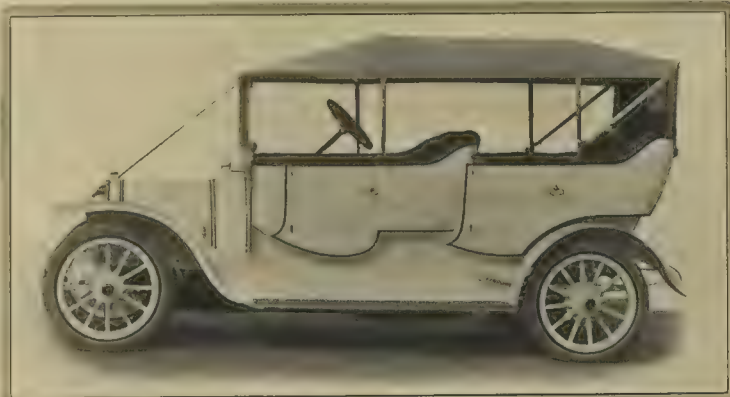
will be displayed by Humber, Ltd. special attention is certain to be given to the four-cylinder 11-h.p. = 11'3 R.A.C. rating, which is offered complete with hood, screen, horn, headlights, and side and tail lamps on a smart, well-finished four-seated torpedo-body for £285; the cost of the two-seater, making a most attractive small car, being £15 less. This car is no toy. It has an *en-bloc* engine, 68 mm. in bore, with a stroke of 120 mm., with Bosch high-tension ignition, three-speed gear-box with up-to-date gate-change, foot and hand control to the throttle-valve, Humber wire-built wheels. The brakes are exceptionally well designed, and 800 mm. by 85 mm. tyres are provided. The man of moderate means has in this car not only a

really sound, practical vehicle, but a car with a great reputation behind it, and the makers within hail. Four other new models will be shown.

#### Magnetos Marvellous.

A visit to the Show which omitted a call at the stand of the Bosch Magneto Company, Ltd., in the gallery, would be imperfect and incomplete. No motor-accessory, if a magneto can be so termed, has won such universal recognition as this beautifully made and ingeniously conceived mechanism. The rapid advance of motor traction per the internal-combustion engine owes more than can be readily estimated to the reliability of the Bosch magneto. To-day it is the last thing the motorist expects to go wrong on his car, and it invariably behaves

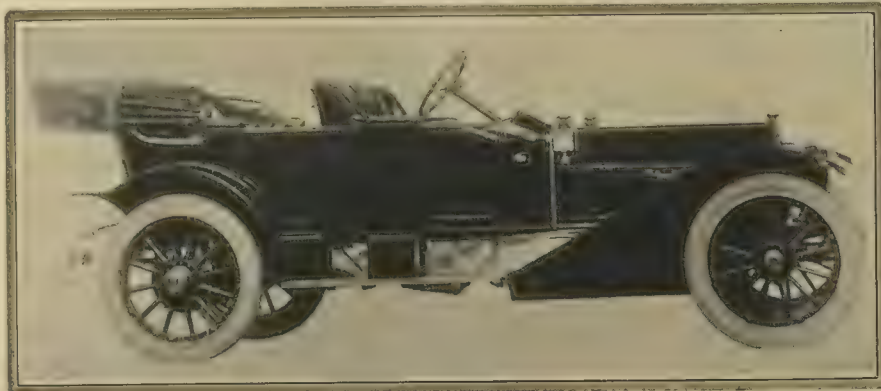
up to expectations. The examples of the 1912 Bosch magnetos shown will be examined with interest. These are now completely enclosed against the ingress of dust or oil. The two-spark magnetos which have been used with such striking success in competitions at home and abroad should be examined. Owners of small single or two cylinder cars



NOT AT OLYMPIA, BUT SHOWN AT 28, FRITH STREET, W.: THE 10-H.P. FOUR-SEATER LE GUT. Le Gut automobiles were unfortunately crowded out of Olympia, but are having a little show of their own at 28, Frith Street, where visitors will be welcomed.

#### The "R.W." Detachable Wheel.

The Rudge-Whitworth Detachable Wheel was first exhibited in its present form at Olympia in 1909. That is just two years ago, and save, perhaps, the Bosch magneto, no proprietary mechanical fitting has become more general on automobiles today. So successful have they been that the wheels now shown are absolutely similar in detail to those of last November twelvemonth. Just recently two smaller sizes, for lighter cars, have been introduced, and the manufacturers of such cars are already taking advantage of the fact. They differ slightly in the hand-operated bolt, but this is, nevertheless, identical in principle with those of the larger wheels. The connection between the inner hub and the shell is by means of fine serrations. These little wheels were used on the tiny Bugatti car, which was first in its class in the Grand Prix on the circuit of Sarthe. Since it has been demonstrated that not only are these wheels stronger and make tyre-changing easier, but actually extend the life of pneumatic tyres to a considerable extent, it is not surprising to find their use increasing by leaps and



"THE LITTLE SIX": A MITCHELL, BY THE MITCHELL-LEWIS COMPANY.

The Mitchell cars will not be found at Olympia, but can be seen at 85, Great Portland Street, W. There are five models—from a two-seater four-cylinder at £225, to a seven-passenger six-cylinder at £450, and including the "Baby" six-cylinder, seating five passengers, at £375.

should consider the Bosch duplex ignition, which will overcome all their starting difficulties. For exceptionally high-speed engines there is a range of specially designed magnetos, constructed to produce four sparks every revolution, to be run at half the speed of the usual type. Magnetos with automatic advance attachments are also to be found.

#### Polkey-Jarrott.

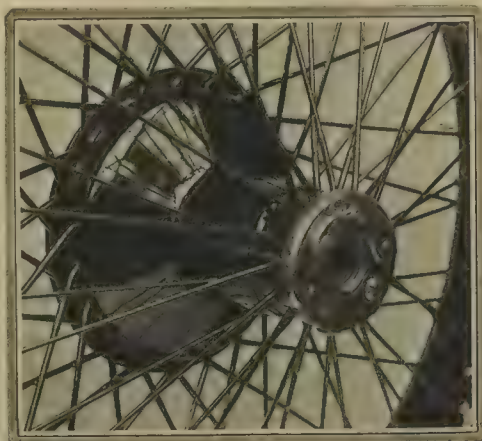
Motorists who are aware of oil and acetylene, and yearn for the comfort and cleanliness of the electric light,

should write the Polkey-Jarrott Electric Equipments Company, at 35, Sackville Street, for an excellent pamphlet on this subject, entitled "Light," which deals with the pros and cons of the whole question generally and the Polkey-Jarrott equipment in particular. This equipment comprises a dynamo with automatic regulation of its output, a set of accumulators, switches, voltmeter, and ampere-meter, with all suitable connecting-wires, head-lamps, side and tail lamps. The dynamo is driven in



WITH PARTIALLY ENCLOSED FRONT SEATS: THE 38-H.P. SIX-CYLINDER, SEVEN-SEATER LANCASTER LIMOUSINE.

The cylinders of the 38-h.p. Lancaester are now cast in pairs, and there is an improved disposition of the exhaust, which makes the sparking-plugs more accessible. The Lancaester springing and worm drive are, of course, retained.



A FAMOUS MAKE: THE RUDGE-WHITWORTH DETACHABLE WHEEL—ONE OF THE NEW SMALLER SIZES.

Despite constant experiments, Messrs. Rudge-Whitworth have found that they cannot improve their detachable wheel as shown in 1909. They have, however, recently introduced two smaller sizes for lighter cars.

bounds. This is claimed to be partly due to the decreased unsprung weight and the more rapid radiation of heat through the metal rim and spokes.

[Continued overleaf.]

# Cadillac

## 1912

THE CAR WITH  
THE STARTING  
HANDLE  
REMOVED.

**Automatically started,  
lighted, and ignited by  
special electrical system.**

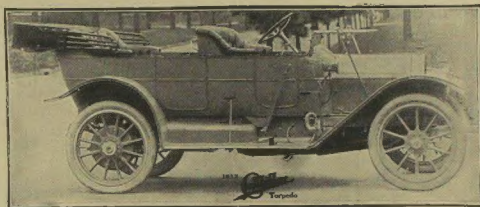
Cadillac 1912 draws a well-defined line between the motor-car of the past and the motor-car of the present. It embodies the most important and most useful advance in automobile construction introduced for years. It will undoubtedly be the

**GREATEST ATTRACTION OF THE YEAR.**

SEEING IS BELIEVING—  
Come and see the 1912 Cadillac  
with automatic self-starter at

## STAND 95

Cadillac 1912 is the greatest value in the world. It has electric lights, two complete ignition systems, scientifically developed carburetter, more power, larger wheels and tyres, larger brake drums, steel bodies of the latest accepted designs, numerous refinements.



**F. S. BENNETT, Limited (Cadillac Motors Ltd.),**  
Cadillac Corner,  
219-229, SHAFTESBURY AVENUE, LONDON, W.C.

Telegrams—"EFISBEN, LONDON."

Telephone—GERRARD 5929.

## LAND'S END TO JOHN O'GROAT'S ON TOP GEAR.

This achievement, unparalleled in the history of automobilism, was accomplished by the

**SIX - CYLINDER  
GEARBOX-LESS**

# SHEFFIELD- SIMPLEX

Every standard 1912 model of the same type is capable of repeating this performance.

**THIS WE GUARANTEE**

The exclusive refinements assuring such remarkable efficiency mark the greatest advance in automobile engineering. In consequence an inspection of our latest 25 h.p. and 45 h.p. 6-cylinder "SHEFFIELD-SIMPLEX" models will be found most interesting.

**STAND 41, OLYMPIA MOTOR SHOW.**

SHEFFIELD SIMPLEX MOTOR WORKS, Ltd.,

6-Cylinder Specialists,

SHEFFIELD, and 20, Conduit St., LONDON, W.

**THE GEARBOX-LESS  
SHEFFIELD-SIMPLEX**

C.D.C.

**Go on—  
follow the crowd—  
you can't miss it—**

# METALLURGIQUE

"SCIENCE OF METALS."

**AND VANDEN PLAS BODYWORK.**

You will have no difficulty in finding the METALLURGIQUE STAND at Olympia—simply join the crowd. No other Cars have the same power of instantly attracting attention. Vanden Plas' latest designs in bodywork are very beautiful. You must see them.



**METALLURGIQUE, Ltd.,**  
110, HIGH ST., MANCHESTER SQUARE,  
LONDON, W.  
Olympia Stand Telephone No.: 4146 Kensington.

# the New Motor

**NO SLEEVES.  
NO VALVES.**

# DARRACQS

**INNOVATION FOR 1912.**

*See the New Sleeveless and Valveless Engine*  
**AT OLYMPIA, STAND 73**

**1912 MODELS:**

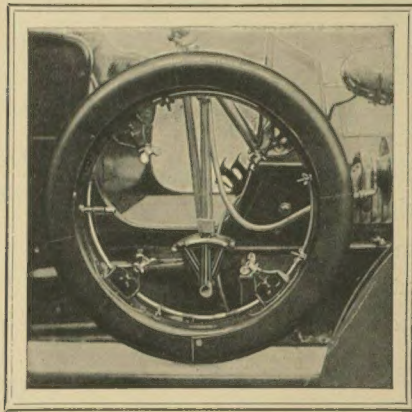
10 h.p. 68 by 120 ... ..	Two Seater, £195	} ALL MODELS FITTED WITH DUNLOP TYRES.
12 h.p. 75 by 120	Four-seated semi-Torpedo, £235	
14 h.p. 80 by 122 ... ..	Torpedo, £285	
22 h.p. 100 by 140 ... ..	Torpedo, £365	
20 h.p. VALVELESS (95 by 140)	Torpedo, £425	

**A. DARRACQ & Co. (1905) Ltd.,** Walnut Tree Walk, Kennington, S.E.  
West End Showrooms: 12, Lower Regent Street, S.W.  
Agents for Kensington District: C. S. Sadgrove and Co., 4, Hans Road, Brompton, S.W.  
Distributing Depots: North of England: 188, Deansgate, Manchester. Midlands: 280, Broad Street, Birmingham. Scotland: 499, Eglinton Street, Glasgow. Ireland: 39, Dawson Street, Dublin.  
**AGENTS IN ALL PRINCIPAL TOWNS.**

Continued.]

**The Stepney Wheel.**

No accessory brought out in connection with automobilism has enjoyed a more signal success than the Stepney Wheel. It came just in the nick of time to preserve the automobilist from all the hideous annoyances which fall in the train of a puncture or a burst, so that it is small wonder that it should have achieved instant popularity with the puncture-worn motorist. On the stand will be shown the improved Stepney Wheel for flange attachment, which, in lieu of being attached by the gripping-brackets to the left of the rim, fits on to a special flange bolted to the outside face of the wooden felloe. This is quite the best arrangement, and pays for the fitting of the patent flange by any coachbuilder or repairer. The job of attaching the Stepney Wheel in case of deflation is the work of a few minutes only. In comparison with a detachable wheel it should be borne in mind that the use of a Stepney does not necessitate the withdrawal and handling of a dirty wheel.



FOR USE IN PLACE OF THE DETACHABLE WHEEL.  
THE STEPNEY SPARE WHEEL.

The Stepney spare wheel does away with the necessity for taking off the damaged car wheel. If a detachable wheel comes off when the car is running at high speed, the car is upset. This is not the case with the "Stepney," as the car will only come down on its own permanent wheel. It is designed to avoid carrying a complete wheel.

**Motor Garments in Profusion.**

"Clothes and the Man" might be written over the stand of the Dunlop Rubber Company, which is the Mecca of visitors to the Show in the search for practical motor-garments. The exhibits appeal to both sexes: they entice the lady motorist who has "nothing to



A NON-SKID TO BE RECKONED WITH;  
THE STEPNEY ROAD-GRIP TYRE.

It is claimed for this tyre that it grips the road better than does a steel-studded tyre, lasts longer, and yields greater comfort.

every hand, amongst them being a new waterproof cover for a spare tyre, suitable for detachable rims and wheels; also aprons and waterproofed body-covers. For the chauffeur, neat, smart, serviceable liveries are shown, so that, when master and man and car have been equipped with all the necessary articles the Dunlop Rubber Co., Ltd., of Manor Mills, Aston, Birmingham, have to offer, they are all in condition to brave the worst of weather.

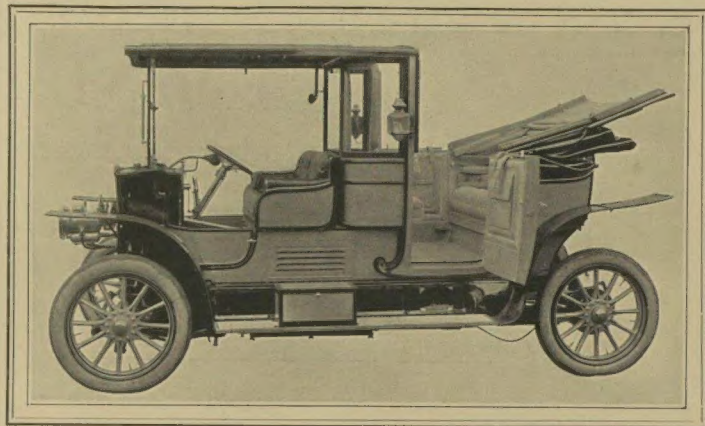
**Comfort Extraordinary.** For something approaching sheer luxury the 30-h.p. N.E.C. "D" front landaulette must be hard to beat. Owing to the disposition of the noiseless engine and other mechanism, the accommodation in the body is particularly good, the so-called accommodation seats being every whit as comfortable as the back seat, while the rounded corner of the "D" front affords the passenger a comfortable back rest. The doors in this body

wear" on the car, and the ruder devotee who wants up-to-date practical motoring garments. New designs in gloves, goggles, caps, leggings, driving helmets, and other minor contributions to the body's comfort when touring are found at this stand in great profusion. Sundries for the car are on

are centrally placed, so that the front seats do not project across the doorway, perfectly free access to the car being so provided.

**Clement Cars.**

The "Clement" cars, which have now been before the motoring public on both sides of the Channel for a very long period, have every year gained in reputation by reason of their fast, quiet running and reliability. They are presented in two models, the 14-18-h.p. four-cylinder with bore of 85 mm. and stroke 120 mm., and the 18-28-h.p., bore 102 mm. by 110 mm. Both models, which are shown in chassis, are fitted with Bosch high-tension ignition and Claudel-Hobson carburettors with pressure feed. The water-circulation is maintained by a pump, and the engine-lubrication is forced to the crank-shaft bearings. A well-designed leather-faced cone-clutch transmits the drive to the four-speed gear-box, both shafts being castellated. The suitability of the 14-18-h.p. model for bodies of any kind is demonstrated by the presence of one carrying a torpedo and the other a cabriolet. The 18-28-h.p. is similar in mechanical design throughout to its lower-powered companion, but has two wheel-bases available—namely, 10 ft. and 10 ft. 6 in., with wheels 880 by 120. Two of these chassis will be shown with a torpedo and three-quarter seven-seated landaulette body respectively. Both these bodies are finely finished and sumptuously and comfortably upholstered.



BY THE NEW ENGINE CAR COMPANY: THE 30-H.P. "D" FRONT N.E.C. LANDAULETTE.

The accommodation is particularly good, the so-called accommodation-seats being in reality as deep and comfortable as the back seat, while the rounded corner of the "D" front gives the passenger a most comfortable back rest.

## A Timely Hint about Engine Dimensions.

**I.**

Vauxhall Motors, Limited, confine their manufacture of engines to those of 90 bore by 120 stroke, having established beyond question that, as regards the medium-powered car, these dimensions alone give the maximum satisfaction.

**II.**

No engine of different dimensions has shown itself capable of the results attained by the 90 by 120 Vauxhall.

**III.**

Intending purchasers of motor-cars are warned to ignore statements to the contrary, and counselled to investigate the claims of the famous Vauxhall car.

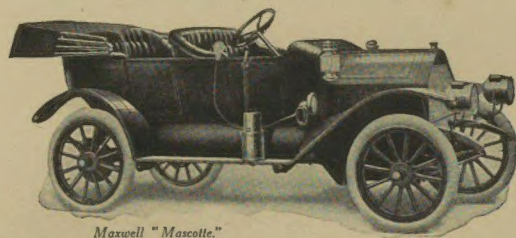
Olympia, Stand No. 55.

# Vauxhall

VAUXHALL MOTORS, Ltd.,  
180-2, Great Portland Street, W.

\*Phone: 1925 Mayfair. Telegrams: "Whirling, London"

SPECIALISTS IN 90x120 ENGINES  
**MAKERS OF THE BEST CAR**  
OF MEDIUM POWER IN THE WORLD.



Maxwell "Mascotte."

## MAXWELL 'Mascotte' 22-h.p.

Four Seater, four cylinder engine, with 3 Lamps,  
Horn, Set of Tools, Tyre Repair Kit, etc.

### £225

The "quality" car, built for years of service and *not* for appearance only. Manufacturing this model in thousands enables us to offer it at this price.

United International Motors, Ltd., cordially invite you to visit their new and commodious premises, 212-214, Great Portland Street, W., where models of the Maxwell "Mascotte," Stoddard-Savoy and their other well-known models are on exhibition.

NOT at OLYMPIA.

Showrooms open from 9 a.m. to 11 p.m. during the Motor Show.

## UNITED INTERNATIONAL MOTORS, Ltd.

212-214, GREAT PORTLAND STREET, LONDON, W.

Telegrams: Usmotolim, London.

Telephone: 4674 Mayfair.

Visitors to the  
Motor Show at  
Olympia should  
not fail to call at  
**STAND No. 286**

Gallery.



Visitors to the  
Motor Show at  
Olympia should  
not fail to call at  
**STAND No. 286**

Gallery.

## THE STEPNEY SPARE MOTOR WHEEL, LTD.,

Stepney Works, Llanelly, South Wales.

London Showrooms—168, Great Portland Street, and 93-95, Bolsover Street, W.

Telegrams: Works—"Wheels, Llanelly."

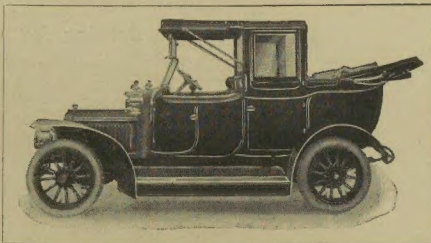
Showrooms—"Wheesque, London."

7422

### At Stand 19

(Olympia Motor Show).

The Perfect Car  
The **Adler**  
Chassis with  
**Morgan**  
Coachwork.



**Morgan & Co.,**  
Ltd.

The Complete Range  
of Models can be  
seen at our Showrooms.

127, Long Acre, W.C.  
10, Old Bond St., W.

THE NEW

*Crossley*

15 h.p. £335

20 h.p. £450

chassis with tyres.

### A FEW 1912 IMPROVEMENTS.

Adjustable chain drive to camshaft and magneto.  
Improved radiator with adjustable fan.  
Automatic pressure to petrol tank.  
Leather cone clutch.  
Detachable Rudge-Whitworth wheels.  
Dunlop tyres.  
New system of propeller shaft and rear-wheel brakes.

**STAND 43, OLYMPIA.**

**CROSSLEY MOTORS, LTD.** (Dept. 1), Gorton, MANCHESTER.

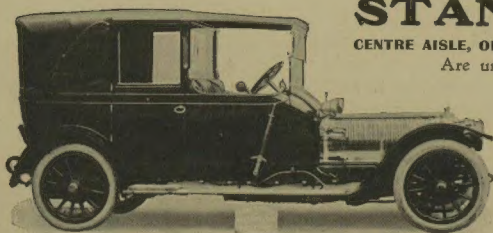
London Offices: CHARLES JARROTT and LETTS, LTD., 45, Great Marlborough Street, LONDON, W.

C.D.C.

## MAYTHORN'S MOTOR BODIES ON FAMOUS CHASSIS,

### STAND 128

CENTRE AISLE, OLYMPIA, Nov. 3rd. to 11th.  
Are unsurpassed for



MAYTHORN'S "MICHAELSTOW" CABRIOLET.

Drawings and Estimates for Coachwork or Complete Cars on application to

**MAYTHORN & SON, Biggleswade.**

LIGHTNESS  
HIGH FINISH  
COMFORT  
AND  
DURABILITY



**3**  
YEARS'  
GUARANTEE.

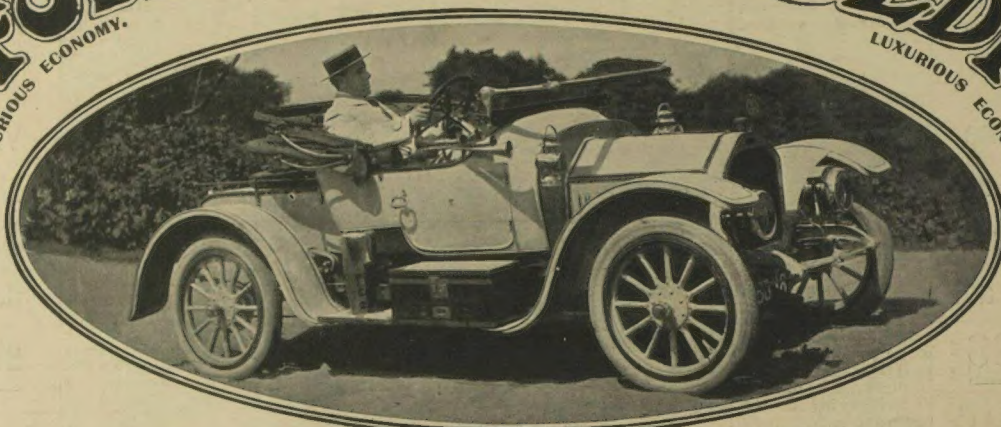
**BEDFORD**  
LUXURIOUS ECONOMY.

**THE SMARTEST CAR ON THE ROAD**

4-cyl. Chassis, 3-speed gear (without tyres)  
15/18      18/22      8/32  
**£175      £220      £295**

**NEW 3**  
MODELS.

**BEDFORD**  
LUXURIOUS ECONOMY.



"EMPRESS" BODY, FROM £45.

**The BEDFORD 'FIFTEEN' has never been equalled.**

15/18 4-cyl.

**CHASSIS,**

WITHOUT TYRES.

**£175**

**50** SMART, EXCLUSIVE DESIGNS OF BODIES, **50**  
suitable for all purposes and pockets.

**BEDFORD**  
MOTORS, LTD.,  
BEDFORD HOUSE,  
LONG ACRE, LONDON, W.C.

15/18 4-cyl.

**"BABY BROOKLANDS,"**

2-seater body, complete, with 5  
Lamps, Generator, Horn, Tools,  
Quick detachable Rims and Tyres.

**£235**

'Phone - GERRARD, 9526. (3 lines)

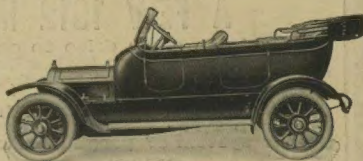
Telegrams—"Jelamco, London."

**Stand No. 48, OLYMPIA.**

Make a point of seeing the 1912 Models of

**...The... Famous STAR CARS.**

Surely the Car which can put up such a performance as "STARS" did in the Standard Car Race of June 13th last must interest you. We shall be most pleased to see you and to give you the fullest information. If you should be prevented from attending the Show, our address is THE STAR ENGINEERING CO., LTD., Wolverhampton; London Depot: THE STAR MOTOR AGENCY LTD., 24, 25, & 26, Long Acre, W.C.



**Stand No. 48, OLYMPIA.**

For 1912 the following firms—

Wolseley, Vauxhall, Sheffield-Simplex, Maudslay, Lanchester, Hispano-Suiza, Daimler, Crossley, Calthorpe, and Austrian Daimler  
*use nothing but*

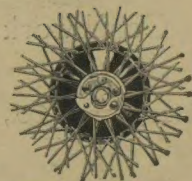
**Rudge - Whitworth  
Detachable Wire Wheels**

on all their cars and supply them without any extra charge. Rudge-Whitworth Detachable Wire Wheels are also fitted to over 100 other makes of cars, and they can be fitted to any existing car of any make.

See STAND 301 at Olympia Show.

RUDGE-WHITWORTH, LTD. (Dept. 256), COVENTRY.

London Depots: 230, Tottenham Court Road, W.C.; 23, Holborn Viaduct, E.C.



**Pneumatic**  
"THE SAFEST FILLING FOR TYRES."

We have a new and interesting Catalogue dealing fully with Pneumatic Tyre Filling now in press, and we shall be pleased to reserve an advance copy of this for every motorist who sends us his name and address.

Pneumatic (1910), Ltd.,  
86, Victoria Street, London, S.W.



Organised by the  
Society of Motor  
Manufacturers and  
Traders, Ltd.  
In connection  
with the Royal  
Automobile  
Club.

Open daily, 10 a.m. to 10 p.m.  
**FRIDAY, November 3rd, to  
SATURDAY, November 11th inclusive.**

**10th INTERNATIONAL  
MOTOR EXHIBITION  
OLYMPIA.**

Patron—H.M. THE KING.

**ADMISSION ONE SHILLING**

except the following days:—

**MONDAY, Nov. 6th,** 2/6 before 5 p.m. (After 5 p.m. 1/-)

**TUESDAY, Nov. 7th,** 5/- before 5 p.m. (After 5 p.m. 2/6)

**THURSDAY, Nov. 9th.** Same as Monday.

**THE WORLD'S FINEST MOTOR-CAR PRODUCTIONS.**

Improvements in Engine Design. Magnificent Carriage Work.  
Novelties in Car Lighting and Accessories.  
Developments in Tyres, Wheels, and Ignition Systems.  
Band of H.M. Coldstream Guards Thrice Daily.  
Popular Catering by J. LYONS & CO., Ltd.



CDC